

MAC'S CAFETERIA

PEDDER STREET

SPECIAL

STRAWBERRY CREAM CAKE.

An Almond Cake filled with Cream and Strawberries, beautifully decorated with Cream Chantilly and Strawberry.

SILVANA CAKES

A cake that is in great demand, and very popular amongst our Patrons, filled with Fresh or Butter Cream. From 60 cents.

POPULAR TIFFIN

at \$1.20

From 12 to 2.30

THE HONGKONG & SHANGHAI HOTELS, LTD.

ALBERT



FRENCH PASTRY COOK

22, Queen's Road, Central

— is making his name better known every day by his French Cooking, done exclusively with fresh butter.

The amateur "gourmet" fond of "Marseille's Bouillabaisse" "Escargots de Bourgogne" and all other famous French dishes can go to "Albert" with confidence.

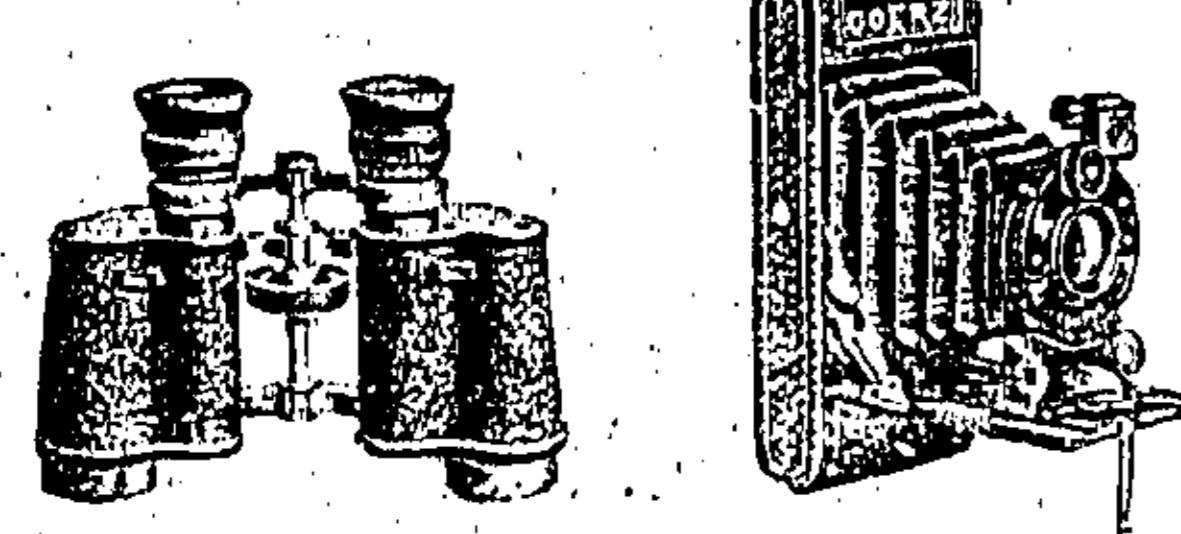
FRENCH WINES — CHAMPAGNES — LIQUORS
DINNERS TO ORDER

Tiffins and Dinners served from 10-30 a.m. to midnight.

French Cakes and French Chocolates made by "Albert" himself.

Nice selection of French fancy boxes just arrived from France by the "Andre Lebon."

GOERZ



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REMOVAL NOTICE

We beg to inform our Customers that we have removed to more commodious Premises at No. 3 A Duddell Street.

"Below par"

If you are run down and far from well—try SCOTT'S Emulsion.

It builds up the body, heals the lungs and tones up the system. Ask for

**SCOTT'S
Emulsion**
The protector of life

SALESMAN SAM.



THAT REMINDS ME—MY WIFE SAID I SHOULD BE SURE AND ORDER A CHICKEN FOR TONIGHT—STOD IN THE BUTCHER SHOP WITH ME A MINUTE—WILL YA, SAM?



You've All Had 'Em, Folks



By Swan

spent in the formation of the site, and the construction of the enclosure wall.

Our thanks are also due to Mr. Lau Pui-sang for undertaking to erect the building we are about to open, for the very low price, the highest tender being \$34,000.

We are all glad to see that the building is now completed, and is to be forthwith put into use. The ground floor will be occupied by a number of speakers at the inauguration ceremony of the new wing for the Kwong Wah Hospital, which took place yesterday afternoon. The ceremony was performed by the Hon. Mr. D. W. Tratman (Secretary for Chinese Affairs), and there was a representative gathering of Europeans and Chinese.

Mr. Tam Foon-tong, (chairman of the Tung Wah Hospital, to which the Kwong Wah Hospital is affiliated), presided, assisted by Mr. Wong Chung-yeo (chairman of the Kwong Wah Hospital) and Mr. F. C. Mowfung (vice chairman). Among others present were Mr. A. E. Wood (Director of Education), Dr. J. B. Addison (Principal Civil Medical Officer), Dr. (Mrs.) A. D. Hickling, Dr. (Mrs.) E. M. Minett, Dr. W. B. A. Moore, Dr. J. T. Smalley, Dr. S. W. Tsao, Mr. A. R. F. Raven, Mr. Wong Kong-tin, the directors of the Hospital, and many others.

As you see, we have a lot of spare land for further development, and in the near future we hope to see a few more blocks of buildings added to the existing ones.

The finances of this hospital have always been in a more or less straitened condition, depending mainly on the subscriptions of the public, and with the additional maintenance expenses of this new extension to our already large expenditure we expect this year to find the task of running this hospital more difficult.

We earnestly look forward to increased generosity on behalf of the public to enable us to carry

on the good work.

I will now call upon the Hon. Mr. Tratman to kindly perform the opening ceremony.

Work of a Hospital.

The Hon. Mr. Tratman, before performing the opening ceremony, said that it was a very great pleasure for him to take part in all such ceremonies and he looked upon them as some of the greatest privileges of his office, and particularly so when they dealt with such great Chinese institutions as the Tung Wah Hospital. He remembered very clearly coming to Hongkong as a youngster, and then he heard a great deal about the Tung Wah Hospital and various Chinese matters. His idea of the work of a hospital then was that it was a place merely for the treatment of the sick, but he soon came to understand that the Tung Wah Hospital did much more.

It dealt with the repatriation of shipwrecked sailors and did much towards famine relief in distant parts of China. It was only last year that he had any personal connection with the Secretariat for Chinese Affairs. Prior to then he was much in contact with his dear friend, the late Mr. Hutchinson, who started his career in the Government service at the same time as the speaker. It was from him that he learned much about Chinese matters in the Colony, and particularly about the Tung Wah Hospital and its motto, "I am Chinese and I think nothing Chinese is foreign to me."

Since then, the Tung Wah Hospital became the father of the Kwong Wah, and now the Tung Wah has become the grandfather of the very fine building which was to be opened. He wished the hospital every success.

Nurses' Inestimable Assistance.

Dr. Addison congratulated the directors of the hospital on their achievements. The purpose for which the building was erected was to increase the number of private wards and so provide better accommodation. The main feature of interest at the opening was the presentation of certificates to the nurses who had recently passed their examinations in the Kwong Wah Hospital. That was a very important factor, because he knew the directors were fully

alive to the importance of staffing the institution with efficient nurses.

He remarked upon the inestimable assistance which a trained nurse was to a medical officer in a hospital. He considered it a happy idea that with the opening of the new wing, the directors were also presenting certificates to the nurses.

Simultaneously with Mr. Tratman's unlocking the door, a string of crackers was fired at the gateway leading into the hospital grounds.

Successful Nurses.

After entering the hospital, Dr. Hickling, referring to the training of nurses, said that last year six had been sent from the Hospital to be examined by the Hongkong Midwife Board. They all did very well and two of them extraordinarily well (cheers).

There was no doubt that in that hospital they had ample material for the training of students, if only they could get people who were willing to train them. So far the training of the nurses had been carried on by Drs. Ip, Lau and herself. There was one trained nurse in the hospital for the practical training of nurses in the wards. They felt that the present work was only in its infancy, but as soon as the equipment and status of the hospital had increased, they hoped to improve in the training of nurses.

Of the six who had qualified, one had been appointed Government midwife in Taipo, one had been accepted by the directors of the Hospital, and the others were seeking work in private practice. The training at the hospital lasted three years, two years of which were spent in the general ward and the other in the maternity ward. Each of the nurses was being awarded two certificates, one from the directors of the Hospital and the other from the Hongkong Government Midwife Board.

She would like to urge on the directors the great need of having nurses in the hospital, and particularly in the women's wards. Undoubtedly there had been a great improvement since the nurses came.

In conclusion, she congratulated the nurses on gaining their certificates and hoped that the six new girls whom they had started to train would do as well as their predecessors. She then asked Mr. Tratman to present the certificates.

Mr. A. E. Wood, said that he took a personal pleasure in being present that afternoon. The year before last, when he was acting Secretary for Chinese Affairs, he was closely associated with Mr. Lau Pui-sang and his fellow directors, who took a great deal of trouble and had succeeded in their project. He congratulated them heartily on their success.

Chairman's Thanks.

The chairman of the Kwong Wah Hospital thanked the Hon. Mr. Tratman and the guests for their presence. He remarked that he did not consider that he and his fellow directors were worthy of the kind words which had been addressed to them. They would do all they could to carry on the work and make it more successful.

He also announced that Mr. Chong Yee-lak had given a donation of \$1,500 to the hospital on that day.

The Hon. Mr. Tratman said that before they dispersed he would like on his own behalf, and on behalf of the whole Chinese community, to thank Mrs. Hickling for the magnificent work she had done. Throughout the Colony from Shaukiwan to Shamshui Po there had been a whole difference in the treatment of the sick, and

more than all, it had been due to such wonderful assistance as was given by Mrs. Hickling.

The chairman then presented the Hon. Mr. Tratman with a miniature gold key in the shape of a tie pin, and Mr. Tratman returned thanks for the present.

WALL STREET LOAN.

TO ROMAN CATHOLIC CHURCH IN BAVARIA.

\$5,000,000 Advanced.

New York, March 5.

Arrangements have been completed by New York bankers for a twenty year \$5,000,000 loan to the Roman Catholic Church in Bavaria. This is the first long term public loan to be negotiated in Wall Street by a religious organization.—Reuter's American Service.

LEAGUE CRISIS.

PRESS COMMENT.

London, March 5. The nerves of the London press are evidently frayed with uncertainty as to what will happen at Geneva and Sir Austen Chamberlain's plea for a non-committal attitude regarding any definite plan of action on the part of the British representatives is hardly received as the true "Locarno spirit" in Fleet Street. "He told the House nothing" grimly asserts the *Daily Herald*, describing Sir Austen Chamberlain's speech as a masterpiece of wordy evasion, while the *Daily News* finds it almost alarmingly unsatisfactory, justifying the gravest anxiety. The *Westminster Gazette* avers that the gist of this "very unfortunate statement" is to place the onus on Germany.

A War to Maintain Peace.

The *Morning Post* comments "it would indeed be ironical if we have a new world war on the best means of maintaining peace" and suggests that Germany might demonstrate her good intentions and magnanimity by waiving objections to the admission of other nations to the Council.

On the other hand, the *Daily Telegraph* is mildly cheered by the reflection that Sir Austen Chamberlain will not be a party to any decision resulting in the defeat of the purpose for which the League assembly was specially summoned namely, the admission of Germany.

The *Daily Chronicle* says: "Sir Austen Chamberlain had blundered, but he has now had an opportunity of sensing the temper of the country and the House of Commons. We hope that at Geneva he will be able to interpret it generously and accurately."

Unrest Not Allayed.

The *Times* remarks that the effect of the debate has not completely allayed the general uneasiness as to next week's proceedings. No clear answer was given to the essential question as regards the time and occasion for a possible increase of membership of the Council.

There is really no effective answer to Mr. Lloyd George's reminder that the policy of waiting to see what happens at Geneva may be carried too far by a great self-respecting nation, and that a frank, indisputable declaration of the British attitude at this moment might go far to determine the issue.

The *Manchester Guardian* which regards the position as highly unsatisfactory, says Mr. Baldwin came far nearer than Sir Austen Chamberlain in expressing the plain commonsense view of the situation, and if Sir Austen Chamberlain acts in the spirit of Mr. Baldwin's speech he should come to little harm.

It adds that if Mr. Baldwin himself is going to Geneva, the free hand which the Government demanded would lose much of its dangers.—Reuter.

NURSING MOTHERS

should be careful to avoid constipation, for this condition lets loose poisons into the blood which rob the baby's food of purity and strength. The most efficient laxative for woman's use is

Pinkettes

which act as gently as nature, and being purely vegetable cannot harm even the most delicate.

Of chemists everywhere, or post free, 60 cents. per vial, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

PINKETTES KEEP YOU WELL.

You've All Had 'Em, Folks

SEND OVER ABOUT A 10 POUND CHICKEN ADOLPH—AND DON'T SEND OVER AN AIRPLANE CHICKEN LIKE YOU DID LAST WEEK!

AN AIRPLANE CHICKEN!! WHAT KIND OF A CHICKEN IS THAT?

ALL WINGS AND MACHINERY AND NO MEAT

2-2

WELL

OUR LOCAL PICTURES.



Photograph showing the 22 starters in the Marathon Race which was run at Kowloon, on Monday, and which was won by Leading Seaman Hobdon, of H. M. S. Despatch. (Photo: Ming Yuen).



Above:—Members of the public in the public stand at the Races on Tuesday. (Photo: Ming Yuen.)

At left:—Mr. McBain, winner of the Ladies' Purse on Tuesday, escorting Miss Bird to luncheon, after the usual presentation ceremony. (Photo: Ming Yuen.)



Above:—Group photograph of the Stewards of the Hongkong Jockey Club, taken at the week's Meeting. In the centre of the front row is seen Sir Paul Chater, which H. R. H. Prince George, and H. E. the Governor on his right. (Photo: Mee Cheung.)

At right:—Mrs. H. H. Friesley, leading in Saucy Sue, winner of the Racing Stakes. M. Sokoloff up. (Photo: Ming Yuen.)

Below:—Scene in the mock trial which took place at the European Y. M. C. A., Kowloon, last week. (Photo: Ming Yuen.)

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SMART
FLANNEL
SUIT

is essential to everyman's wardrobe, and to be an economical suit must be thoroughly well made of a good West of England flannel—the best.

All orders entrusted to us are made under personal supervision and fully guaranteed for satisfactory service.

Useful Shades of Grey from \$65.00 The Suit.

WE ALLOW 10% DISCOUNT FOR CASH

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Alexandra Building, Des Voeux Road.

G. FALCONER & Co. (HONGKONG), Ltd.

UNION BUILDING (OPPOSITE G.P.O.)
WATCH AND CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.

A fine selection of English Jewellery, Sterling Silver Ware, Watches and Clocks always on hand.

Agents for:—

British Admiralty Charts Heath Sextants, Night Glasses etc.
Belyin Navigational Instruments Stanley Drawing Instruments
Ross London Telescopes & Binoculars Wett's Theodolites, Levels etc.

We invite the Public to call and inspect our varied stock, and compare prices.

Over half a century's reputation throughout the East as the House of Quality.

Established ... 1855.

CATERING
For Weddings
Receptions
Banquets
Dances

AND

ALL SOCIAL EVENTS

CAFE WISEMAN'S Catering Service is a blessing to the hostess. Whether she entertains a large or small gathering, formally or informally—the success of the occasion is assured when placed in our hands.

Our service will be explained in detail, and estimates gladly given on request.

CAFE WISEMAN
LANE, CRAWFORD, LTD.

One of the most treasured possessions of friends far away is a photo of their dear ones overseas. The Ming Yuen Studio is fitted with the most modern photographic equipment and will be pleased to show you specimens of their work.

THE MING YUEN STUDIO
(Battery Path.)
Official Photographers to the "H. K. Telegraph"

WHITEAWAY'S

JUST RECEIVED

THE "PATRICIA" VEST
THE "PATRICIA" VEST
For Ladies

A fine cotton ribbed vest with opera tops. Good wearing quality and nice weight.

SPECIALLY MADE TO OUR ORDER

STANDARD
VALUE
PRICE
55 Cents each
2 for \$1.00

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00 (\$1.50 if not prepaid)

The following replies are awaiting collection—

1314, 1376, 1384, 1385, 1392,
1342, 1397, 1409, 1418, 1375,
1441, 1444, 1456.

WANTED.

WANTED PEAK, Midlevel, Kowloon. House with tennis court. Clients will pay \$200 to \$400 rental for suitable place. Flats wanted in good localities. Houses and building lots for disposal. Small Investors. Tel. 4630.

PREMISES TO LET

TO LET. Office rooms in Prince's Building. Spacious, bright and airy with high ceilings and wide verandas. Moderate rental. For particulars apply to Secretary, Prince's Building and Land Co., Ltd.

HOUSES TO LET

APPLY TO P.O. BOX NO. 432.

PEAK TO LET immediately. Half Share of new house. Fully furnished. Apply Box No. 1455 c/o "Hongkong Telegraph."

TO LET. One European flat, Wan Chai Gap Road, Hong Kong. Apply to 32 Kennedy Road.

Two large rooms excellently situated for offices on the 2nd. and 3rd. floors of "St. George's" Building facing Ice House Street. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building.

ON or about March 1926 whole flat or spacious suite of offices in the "French Building" or "Victoria Building," No. 5, Queen's Road Central (between Chartered Bank and Mercantile Bank.) Apply to: Banque de l'Indochine Chater Road.

TO LET. Through a fortunate opportunity, Advertiser has acquired large, quiet and well furnished flat, which is too big for present occupant; wishes to hear from Married couple or single men, British preferred, willing to take the extra rooms. Board provided. Facing Lyemun; very cool in summer; near Ferry. Apply Box No. 1458 c/o "Hongkong Telegraph."

GROUND FLOOR PRIVATE MISSES' ST. GEORGE'S BUILDING, opposite the STAR FERRY PIER, best locality in Hongkong for Shipping Companies or Shops. Single Office room, or whole suite of 3 Office rooms for short or long lease. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building, 1st. Floor.

TO LET—EUROPEAN RESIDENCE within easy reach of the City and the University, comprising 6 rooms, 4 bathrooms, up-to-date sanitation, electric light, gas, as well as garage, at \$175.00 monthly. These residences on Mount Davis Road, Pokfulam, face South and are situated in one of the most delightful localities in Hongkong. It is hoped very shortly to provide this neighbourhood with a bus service at popular rates. Apply to F. A. JOSEPH, Prince's Bldg. Telephone No. 916.

NOTICE.

HONGKONG BENEVOLENT SOCIETY.

The address of the Hon. Secretary is as follows:

Mrs. John Hunt
Y.M.C.A., Kowloon.
Tel. Kowloon 1871.

Hongkong, March 5, 1926.

FOR SALE.

THE MID LEVELS RESIDENTS ASSOCIATION.

FOR SALE. — STEAM LAUNCH about 60 feet long, in excellent condition and suitable for Harbour and River Work. Apply Box 1439 c/o "Hongkong Telegraph."

NOTICE.

We have this day been appointed sole agents in Hongkong and South China for the Sale of Sakura door.

DONNELLY & WHYTE,
1st. February, 1926.

G. R. NOTICE.

TO OWNERS OF DOGS.

The Public are hereby warned that on and after March 10th, 1926 all dogs found straying and wandering between the hours of midnight and 5 a.m. will be shot.

E. D. C. WOLFE,
Captain Superintendent
of Police.
March, 3rd, 1926.

William Josiah Wilkinson
deceased.

Will any person having any knowledge of a Will of the above deceased who died on the 21st day of February 1926 at 25, Praya East, Hongkong, kindly communicate with the undersigned.

JOHNSON, STOCKES
& MASTER.

4th March, 1926.

GREEN ISLAND CEMENT CO., LTD.

THE THIRTY SEVENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the Offices of the "Company" St. George's Building, Chater Road, Victoria, Hongkong on Wednesday 17th March, 1926, at 11 o'clock in the forenoon for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1925, and declaring a Dividend.

The TRANSFER BOOKS of the Company will be closed from Wednesday, 3rd. March 1926, until Wednesday 17th March 1926, both days inclusive.

By order of the Board of Directors,

SHEWAN TOME & CO.,
General Managers.

NOTICE.

NOTICE IS HEREBY GIVEN that the interest and responsibility of Mr. James Francis Wright, senior, in our firm ceased on the 28th day of February 1926.

The business will be carried on in future under the same style or firm name by Mr. James Francis Wright, Junior.

WRIGHT & CO.,
Hongkong, 1st. March 1926.

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

March 1st, 2nd, 3rd and 6th.

Members' Badges of Admission are now ready, and may be obtained by those Members who have not already received them, from Messrs. Linstead & Davis, Alexandra Bldgs. Members are reminded that these Badges will also admit them to all the Extra Race Meetings this year.

C. B. BROWN,
Secretary.

HONGKONG & SHANGHAI BANKING CORPORATION.

The Final Dividend declared for the year ending 31st December, 1925, at the rate of Three Pounds Sterling together with a Bonus of Two Pounds Sterling is payable on and after the 1st March 1926 at the office of the Corporation, where Shareholders are requested to apply for warrants.

By Order of the Court
of Directors,

A. H. BARLOW,
Chief Manager.
Hongkong, 27th February, 1926.

Hongkong, March 5, 1926.

Hongkong, 28th Feb., 1926.

Hongkong, 28th Feb., 1926.

FOR SALE.

The Annual General Meeting will be held at The Ladies' Recreation Club, Peak Road, on Tuesday, the 9th March, 1926, at 6.30 p.m. precisely.

Agenda: To receive the Committee's Report and Statement of Accounts for the year ended 31st December, 1925.

To elect a Committee for the year ending 31st December, 1926. And for such other business as may occur.

E. S. C. BROOKS,
Acting Hon. Secretary &
Hon. Treasurer,
9, Queen's Gardens.

The Acting Hon. Secretary will be pleased to receive the names of those persons willing to serve on the Committee for the current year.

Hongkong, March 1, 1926.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The fifty-seventh Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Friday, the 26th March, 1926, at noon, for the purpose of receiving the report of the General Managers, together with a statement of Accounts for the year ended, the 31st December, 1925.

The Share Register and Transfer Books will be closed from the 12th to the 26th March, 1926, both days inclusive.

JARDINE MATHESON & CO., LTD.,
General Managers,
Hongkong Fire Insurance Co.,
Ltd.

Hongkong, March 5, 1926.

LONDON SCOTTISH REUNION DINNER.

A Reunion Dinner has been provisionally fixed for Friday, March 12th, and all ex-members of the Regiment who wish to attend are asked to send in their names to:

R. O. SUTHERLAND,
c/o Palmer & Turner.

FIRST CHURCH OF CHRIST, SCIENTIST.

Macdonnell Road, below Bowen Road, Tram Station.

Sunday, Service at 11.15 a.m.
Wednesday, Evening Meeting at 5.30 p.m.

Reading Room at above address open.

Tuesday and Friday, 10. a.m. to 12. Noon.

Monday and Thursday, 5 to 7 p.m.

THE BOY WONDER

EMIL DANBERG
(8 years old)

will give 3rd Annual Piano Recital

Tuesday, 9th March at 5.30 p.m.

ST. ANDREW'S HALL
(City Hall)

Kindly assisted by Mrs. Balcan (Violinist) and Prof. Danenberg in two Piano works.

Under the patronage of Lady Clementi.

Tickets at Anderson's
\$3 \$2 and \$1

THE HONGKONG ELECTRIC CO., LTD.

NOTICE is hereby given that the Thirty-Seventh Ordinary General Meeting will be held at the Company's Offices, P. & O. Building, on Friday, 12th March 1926, at 11 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December 1925 and electing Directors and Auditor.

The Transfer Books of the Company will be closed from 1st March to 12th March 1926, both days inclusive.

By Order of the Board of Directors,

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, 28th Feb., 1926.

Hongkong, 28th Feb., 1926.

Hongkong, 28th Feb., 1926.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

the 8th March, 1926, commencing at 11 a.m. at No. 2, Cox's Path, Kowloon.

A Quantity of Valuable Household Furniture.

(Particulars from Catalogue.)

On View from Sunday, the 7th March, 1926.

TERMS:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hongkong, March 1, 1926.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

the 8th March, 1926, commencing at 2.30 p.m. at No. 1, Armand Buildings, Kimberley Road, Kowloon.

A Quantity of Valuable Household Furniture.

(Particulars from Catalogue)

also

1 No. IX Victrola in good condition.

On View from Sunday, the 7th March, 1926.

TERMS:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hongkong, 3rd. March, 1926.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on SATURDAY,

the 6th March, 1926, commencing at 11 a.m. at No. 8, Duddell Street

A Quantity of Household Office Furniture

comprising:

M.T. Burcaus with Mirrors.

Teak and M. T. Wash Stand

Bookcases, Office Chairs, etc. etc.

also

A Lot of Lim Wood Flooring

and Galvanized Rain Water Pipes

and

A Quantity of Miscellaneous Goods.

TERMS:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hongkong, March 5, 1926.

PUBLIC AUCTION.

The Undersigned has received instructions to sell by PUBLIC AUCTION

on account of the concerned,

at the Hongkong and Kowloon Wharf and Godown Co.'s Godowns Nos. 6 and 18, Kowloon,

on TUESDAY,

the 9th March, 1926, commencing at 11 a.m., the following sea-damaged goods ex.s.s. Altair Marvizi:

REPULSE BAY HOTEL.**A SPECIAL RACE WEEK
DINNER DANCE**

WILL BE HELD ON

Saturday 6th March,

1926.

(FANCY OR EVENING DRESS OPTIONAL)

Late Bus to the Peak Hotel 12.15 a.m.

Special Bus to the Hongkong Hotel 12.30 a.m.

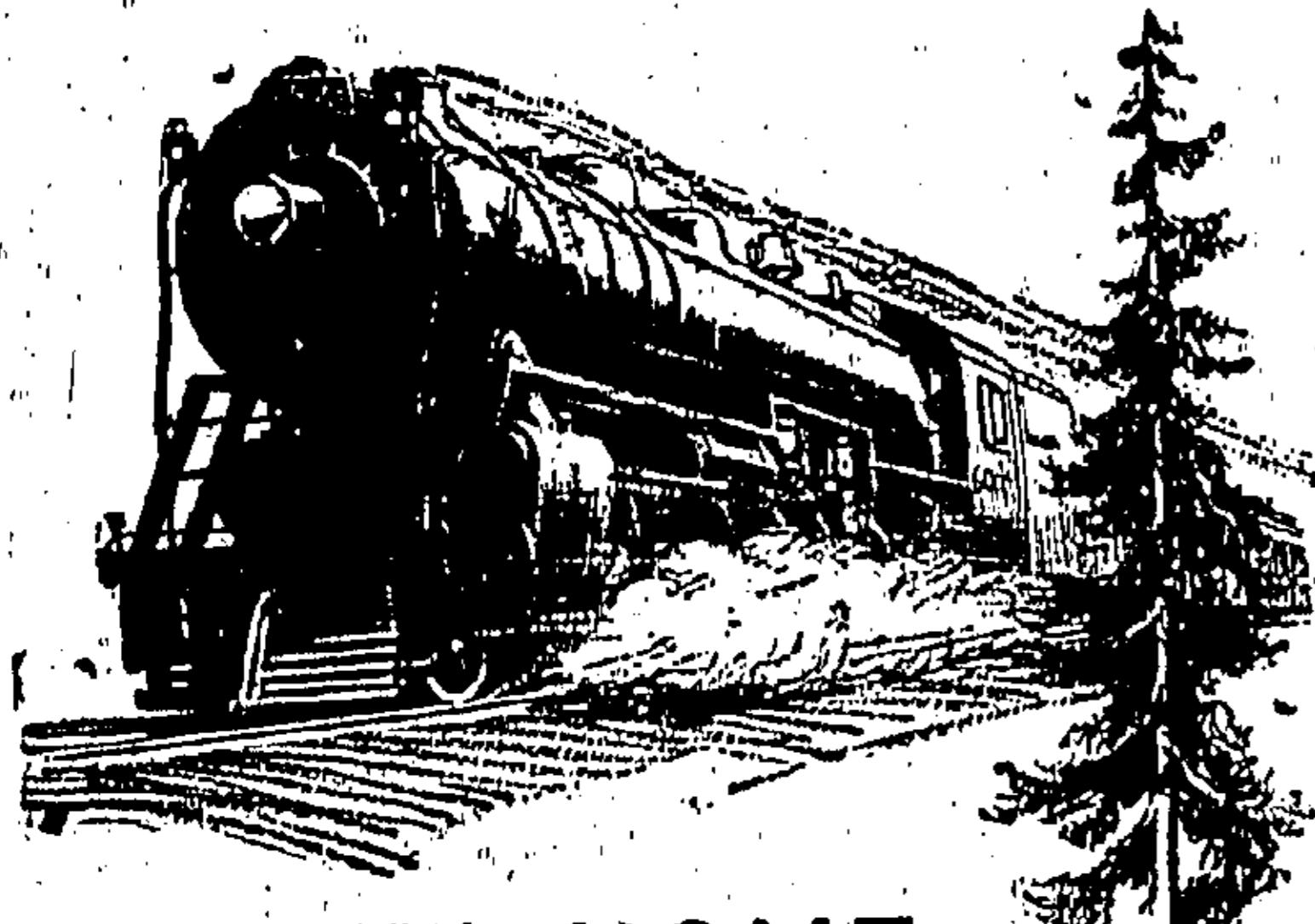
TABLES MAY BE BOOKED AT THE
HONGKONG OR REPULSE BAY HOTELS.

TELEPHONES C. 2581 AND 776.

The Hongkong & Shanghai Hotels, Ltd.

HONGKONG TO EUROPE.A SPLENDID OPPORTUNITY
TO TRAVEL FROM HONGKONG TO EUROPE IS
AFFORDED BY THE LARGE AND LUXURIOUS

CUNARD LINER

S.S. "LACONIA"Via:—INDIA, CEYLON, EGYPT and MONACO
Due to Sail from Hongkong at 7 p.m.
on the 20th March, 1926.FOR PASSAGE RATES and FURTHER INFORMATION
APPLY TO.—**THE TOURIST DEPARTMENT.**
OFThe Hongkong & Shanghai Hotels, Ltd.
16, Des Voeux Road, Central.
HONGKONG.**"EVERY MILE A PICTURE."****TRAVEL HOME**

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THE NEW ROUTE

VANCOUVER — MONTREAL — NEW YORK.

**CANADIAN
NATIONAL
RAILWAYS**Mt. Robson, highest of all Canadian Rockies.
Golf and comfort Jasper National Park Lodge.
Vast Forests and Grain Fields.

The Great Lakes and Niagara Falls.

Specially designed equipment in Trans-Continental
Trains — Unsurpassed Dining Car Service at moderate
rates — Radio equipped Observation Cars.

For Illustrated Literature and Rates Apply:

Telephone ASIATIC BUILDING Queen's Road
Cent. 2004. Central.**CANADIAN NATIONAL RAILWAYS****SHORT WEIGHT.**
DOCILITY OF BRITISH
SHOPPER.

Renewed attention has been directed to the problem of short weight and measures by the report of evidence submitted to the Food Council, published recently. Abuses have been pointed out, and remedies suggested. But has this publicity made the average shopper more astute? Observations made at busy markets like Farringdon-Street and Great Pulteney-Street, Soho (writes an *Observer* representative) persuade one that it has not. The problem, with regard to most of the abuses, is mainly a psychological one; at present the psychology seems to be all on the side of the street trader and shop salesman.

Take, for example, the old trick of "bumping the scales" in weighing things like apples, potatoes, etc. This was still fairly general. I watched one bright young man, a model of perspicacity from his employer's point of view, who was an adept at it. He not only bumped the goods into the scale, and scooped them out well before the rebound, but did it to the accompaniment of a lively patter, such as "Eat more fruit," "Eat more spuds," "Take tenpence from the lady," possibly designed to distract the buyer's attention. Combined with this, the scales had an obvious list towards the profit side.

RHYTHM AND PERSONALITY.
And yet buyer after buyer passed docilely from scales to cash-desk; not one stopped to insist that the goods should be re-weighed in a proper manner. Why? That is where the buyer's psychology comes in. Most buyers would rather put up with short weight than be suspected of what might look like "meanness," though it is obvious that until this "bumping" business is systematically challenged, it will go on. Sometimes it is probably not intentional; it arises from the liking salesmen have for disposing of customer after customer with a "bang," so to speak. They keep the scales banging for the same reason that the hairdresser keeps his scissors clicking. Rhythmic! But rather expensive rhythm from the buyer's point of view.

"Bulk" things, like cauliflowers, cabbages, and beetroot, obviously gave the trader, or salesman any amount of licence. They were not priced. The housewife came along with her bag, picked out one or two, and asked how much? The price appeared to vary somewhat according to the buyer's appearance, and even then it was frequently dropped by a penny or twopence where the buyer demurred: "Right O, lady, I'll letcher have it for—", clinched the deal. But why any deal at all? Why not a marked price, and sale by weight? "It could easily be done," a woman told me.

"If some cauliflowers or cabbages have bigger centres than others, they can be graded accordingly." The trader was all in favour of the present method; it "saved trouble." If cauliflowers and cabbages were sold by weight, would the buyer pay for thick outside leaves—"potticoats"—which were waste?

**THE "EVAPORATION"
DIFFICULTY.**

Observations at Farringdon-Street suggested no way out of the "loss by evaporation and bleeding" difficulty. Naturally, you paid on a basis of present weight, which included, in the case of cold-storage meat, ice and water. In some cases the joint was hooked momentarily on to a spring scale with anything but a meticulous indicator. Where the latest type of dial machine was used, and buying was brisk, the needle was hardly given time to come to rest. In one shop weight was completely ignored. You bought by the piece the salesman taking joint after joint from its rod, slapping it soundly with the bare hand, and knocking it down by six-pences until he found a buyer to take it on trust.

On many stalls in both markets the traders' scales were in obscure positions, often with little clearance between them and the piles of fruit or vegetables. Some looked the worse for wear, and had not exactly been poised with a spirit-level. Even in the clean, bright provision shops there seemed to be a certain amount of slap-dash weighing going on with commodities like lard, rashers, and butter and where butter was already wrapped, it was not always "scaled" before selling. The docility of buyers in the face of quick, slick salesmanship

ELK CHASES MAN.**UNDIGNIFIED RETREAT
OF HIGH OFFICIAL.****BRITISH FASHIONS.****NEW MODEL HOUSE
OPENED.**

Sam, the solitary London Zoo elk, who recently arrived from Norway, has been providing "high jinks" for the officials. This is seemingly in celebration of the fact that, after a sojourn in the stuffy atmosphere of the sanatorium, he has now been placed in a half-acre paddock, where he is thoroughly enjoying the present wintry conditions.

In order to gain a record of this giant of the deer tribe in his new surroundings, a high official of the Zoo went down to photograph him, but Sam was not seeking such publicity. As the keeper opened the door of the log hut leading to the paddock, the elk lowered his ears and lunged with a leg to such a height that the keeper narrowly escaped having the top of his skull crushed in.

After this unwelcome reception there was an interval to await the retreat of Sam to a safe distance, when the high official gripped his courage and his camera and entered the paddock. Strategically, Sam promptly cut off all chance of retreat to the left—the only exit—and then slowly advanced towards the photographer.

The glint in Sam's eye were enough for the official, who, regardless of dignity, quickly scaled some six-foot railings and left Sam in victorious solitude.

was the most remarked thing. It indicated that shoppers will have to overcome their reticence and dignity, and match the salesman's psychology with one as astute, if short weight and measure are not to continue, Food Council exposure notwithstanding.

The idea was first put forward

by a committee representative of the Bradford Chamber of Commerce, the Woollen and Worsted Spinners' Federation, the Woollen and Worsted Traders' Federation and the British Silk Association.

The British Model House is the result. It occupies a splendid building on seven floors in Regent-street. It will employ a large staff of designers and craft workers, creating British models from British materials for the supply of the trade in Great Britain, and ultimately, it is hoped, in the Empire overseas and in foreign countries also.

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PLYMOUTH GIN

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A New Way to lighten cloudy teeth

—and without bleaching or harsh grit
The way foremost dentists now are urging

DULL teeth, dingy teeth,
Teeth that lack glisten and
luster—modern science has discovered a new way to correct them.

In a short time you can work transformation. In ten days you can have whiter, more gleaming teeth than you ever thought you could have.

This offers you free a 10-day test. Simply, use the coupon.

Why teeth lose color, how combating the film works wonders—note results in 10 days!

Look at your teeth. If dull, cloudy, run your tongue across them. You will feel a film. That's the cause of the trouble. You must remove it, and combat it.

Film is that viscous coat you feel. It clings to teeth, gets into crevices and stays. It hides the natural luster of your teeth.

It also holds food substance which ferments and causes acid. In contact with teeth, this acid invites decay. Millions of germs breed in it. And they, with tar, are the chief cause of pyorrhoea.

Ordinary tooth pastes were unable to cope adequately with that film. "Not one could effectively combat it." Harsh grit tended to injure the enamel. Soap and chalk were inadequate.

Now modern dental science has found two new combatants.



Their action is to curl film and then harmlessly remove it. They are embodied in a new type tooth paste called Pepsodent—a scientific method that is changing the tooth cleansing habits of some 50 different nations.

Don't you think it worth while to try it for 10 days; then to note results yourself?

Make the test.

Remember, every time you eat, food clings to your teeth. Film is constantly forming. The film that runs teeth; that mars their luster, makes them look dingy and dull.

This new way will remove and constantly combat it—will give you the lustrous teeth you envy.

It will polish your teeth; give them a new beauty that will delight you.

Make the test today. Clip the coupon for a free 10-day tube. Why follow old methods when world's dental authorities urge a better way?

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Pepsodent disintegrates the film, then removes it with an agent far softer than enamel. Never use a film combatant which contains harsh grit.

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Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

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Mail 10-Day Tube of Pepsodent.

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Give full address. Write plainly. Only one tube to a family.

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The Electric Fire is the only one quite free from dust, dirt, smoke and fumes; it can be placed anywhere in the room just where convenient to you and where the warmth is most effective.

It is ready for use at any time; in your bedroom in the morning, at breakfast, and whenever you want bright cheerful heat quickly.

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FRENCH SORCERY CASE.

EXORCISING THE DEVIL FROM AN ABBE.

Abbe Desnoyers, the curé of Bombon, who was flogged in his own church by a group of men and women from Bordeaux, who accused him of having cast spells over the leader of their sect, Mme. Marie Mesmin, has now sufficiently recovered from the assault to give evidence before the examining magistrate at Melun.

His examination by the magistrate dealt mainly with his association with the curious sect of Notre Dame des Pleurs, founded by the former concierge, Mme. Mesmin, after a statue which she brought from Lourdes, was said to have been seen to weep. It was in 1921 that Abbe Desnoyers was first placed in communication with Mme. Mesmin by a disciple of the sect, Mme. Mesmin made a speech at a banquet in which she declared that she needed twelve apostles for her new religion, and asked the Abbe Desnoyers whether he would rather be Peter or John. He politely refused, but intervened later in the speech to protest against certain assertions of Mme. Mesmin which were contrary to Christian teaching.

The next day Mme. Mesmin declared that his stubbornness had caused her great suffering. Abbe Desnoyers went to see her, but came to the conclusion that her fever was caused by physical rather than by moral suffering. He was something of a doctor, so he there and then prescribed and applied blisters to ease the congestion. Thereafter Mme. Mesmin declared that he had cast spells over her, and the assault in the church was arranged and carried out, for the purpose of "exorcising the devil" within him.

FILM HERO DIVORCED.

RUDOLPH VALENTINO FREE FOR SECOND TIME.

Mrs. Winifred Hudnut Valentino has just obtained a decree of divorce in Paris against her husband, Mr. Rudolph Valentino, the famous film hero, on the ground of desertion.

After obtaining a divorce from his former wife, Jean Acker, Rudolph Valentino married Miss Hudnut, daughter of a New York millionaire millionaire perfumer, in May 1922.

His divorce decree, however, had not then become operative, and the couple were remarried in March 1923.

There was a hint of a rift in their domestic affairs when Mrs. Valentino sailed from New York last August for Paris, on what both Mr. and Mrs. Valentino called "a marital holiday," as they had found home life trying to their tempers.

Mr. Valentino accompanied his wife to New York and kissed her good-bye.

Rudolph is an Italian, his real name being Guglielmi. He is about 3 years of age.

His wife has figured on the screen under the professional name of "Natalia Rambova." Her farther owns a magnificent residence at the Cap Antibes, on the Riviera.

Rudolph Valentino sailed from Southampton recently on his return to America.

Before leaving he said that he was to appear in a new film called "The Son of the Sheikh." Central News.

"SCRAP THE LOT."

MUSSOLINI ON DISARMAMENT.

Rome, Jan. 25.—In interview dealing frankly with Italy's world position, Premier Mussolini told the United Press that he was firmly resolved not to accede to any plan for the abolition of submarines unless England and America were willing to go all the way and scrap their war equipment entirely.

"To want to abolish submarines," declared Mussolini, "because during the last war they were unfairly used against merchant vessels in the same way as wanting to abolish airplanes because they were often employed to bombard undefended cities. All means of war can be used unfairly."

"The elimination of submarines would result in a fatal inferiority for poorer nations. Wealthy nations, like America and England, can afford to build ships and the result would be that we should be entirely at their mercy."

Mussolini was in a rarely obliging mood and touched freely on a great variety of important topics. He felt that a great deal of unnecessary concern had been felt abroad because of what they termed his "plans to restore the Roman Empire."

"The word 'empire' has more than one meaning in the Italian language," said the premier. It may mean a form of government such as existed in the early centuries of the Christian era. It may also mean, force, right, might, and dominion.

"The history of the United States is one of the best examples of imperial expansion. American imperialism has been often spoken of recently in the same way foreigners are beginning to speak of Italy's imperialism."

He declared that Italy's plans for extending her influence in the world did not contemplate expanding her territory at the expense of other nations. He praised the agreement for funding Italy's debt to America and said that Italy would work, save and pay.

He said the Locarno agreements were incomplete without other similar pacts for the promotion of friendship among European nations.

FORGOTTEN ON ISLAND.

PLIGHT OF WHITE MAN AND FAMILY.

How a white man, with his sick wife and children, forgotten by his employers, stranded for months on a coral-girt island in the Pacific, and finally rescued in a starving condition, is described in the Melbourne Herald.

The man, Mr. Schaefer, was an overseer of a copra plantation a Hull Island, which changed hands in 1924. He did not know of the change, but guessed that something was wrong when the usual boat did not call. What had happened was that, without bothering about their property, the now owners went into liquidation, and if they knew they had an overseer at that lonely island, they did not worry about him.

Early last year a steamer called and left letters and provisions. From then until October 31, when the mail steamer Aorangi called with further letters, the family were left stranded, with their 25

months-old sons, in a state of misery.

When the Aorangi's passengers lined the rails to watch Schaefer come out in a native canoe, they were astonished to hear him shout hoarsely that he and his family were starving for a white man's dinner.

"I have been forgotten in the outside world," he said. "We haven't seen a boat for eight months. Our supplies ran out long ago. Our only kai kai (food) has been bananas, pineapples, taros (native potatoes) and coconuts."

"My wife is sick, my two children are sick, and some of the natives are down, too."

Schaefer's face was lean and haggard, with sunken eyes. To add to his sufferings, he had lost his false teeth.

While the wireless operator tapped out the story of his plight to the Government at Fiji, bread, meat, rice, flour and medicine were lowered into the canoe, and the passengers gave cigarettes, tobacco, whisky and brandy, with chocolates and "soft drinks" for the children.

Then the steamer left again, and the modern Robinson Crusoe was lost to view, but three days later a rescue ship set out from Fiji.

"My advice is Change—England—Harrogate!"

Hundreds of people, their nerves and vitality shattered through malady and similar tropical ailments, are sent by their medical advisers to Harrogate for change of interest and climate. At Harrogate you will find a never-ceasing round of entertainment and sport, whilst the bracing moorland breezes are nature's own antidote to the poisons engendered in your system during your stay in the tropics. Added to this there are by natural waters and numerous medical treatments specially devoted to tropical ailments. Harrogate is unequalled in its educational facilities. Send your inquiry to the Royal Baths, Harrogate, which will ensure their physical well-being.

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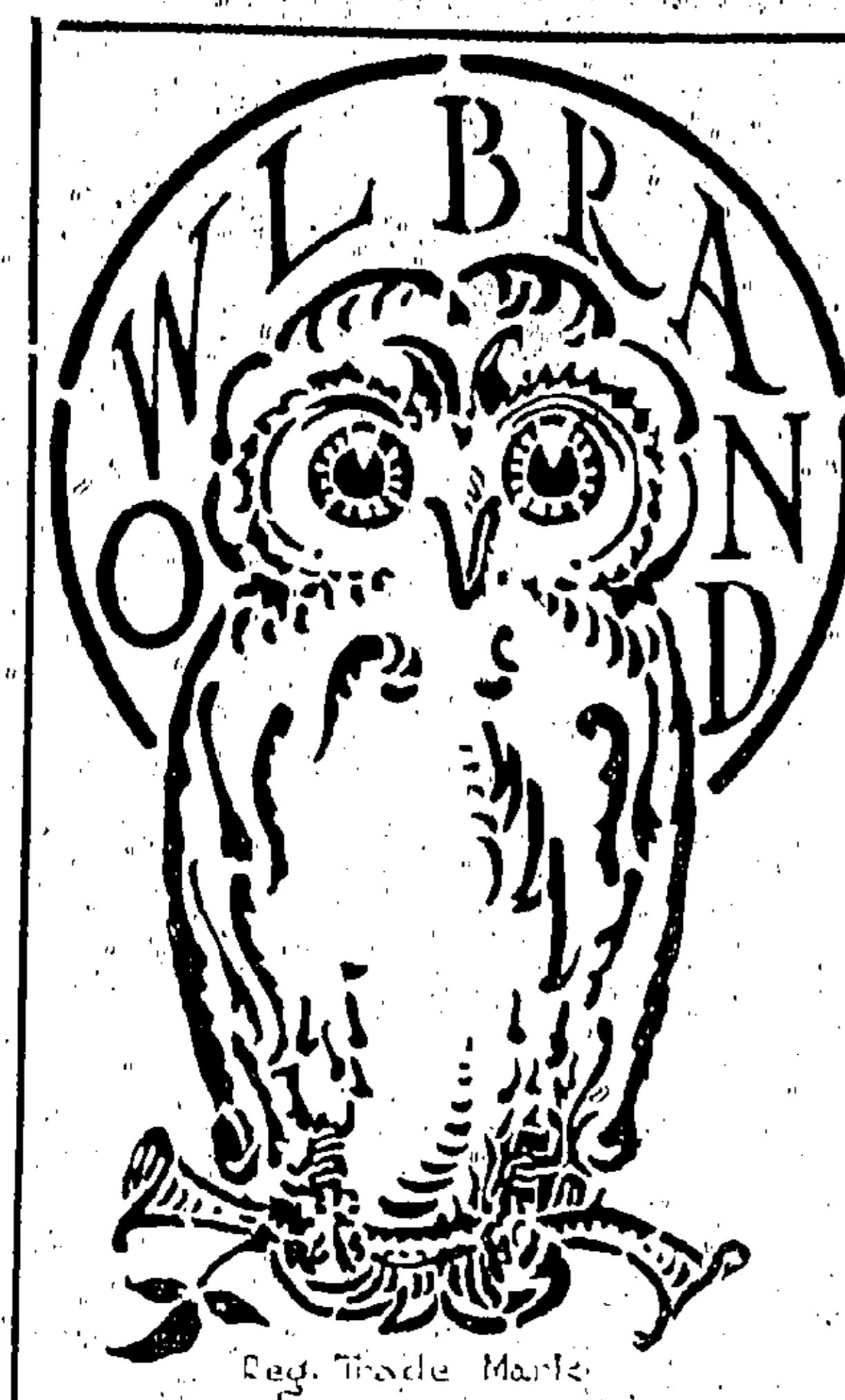
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OPPOSITE THE RACECOURSE
SHANGHAI.

After 21 years' service on the Rock of Gibraltar—a record—the 5th Heavy Battery of the Royal Artillery have arrived, at Plymouth. Formerly known as the 7th Company, Royal Garrison Artillery, they sailed from Plymouth to Gibraltar on November 8, 1904. The Commanding Officer, Major M. G. E. Walker, has been with the battery during the greater part of its service at the Rock, his term there being broken only by the war, when he served in France. The present battery in 1911 rescued survivors of the steamer Delhi, which went ashore at Cape Spartel.

A baby boy was found in a fish basket suspended on the railings of Bath Workhouse. A paper with the name "James Simmonds" was attached to his clothing. That was 77 years ago. The foundling spent his whole life in the workhouse, and his death is just announced. He had never been in a railway train. A visit to a cinema some years ago was his only experience of a place of entertainment. He worked in the laundry.



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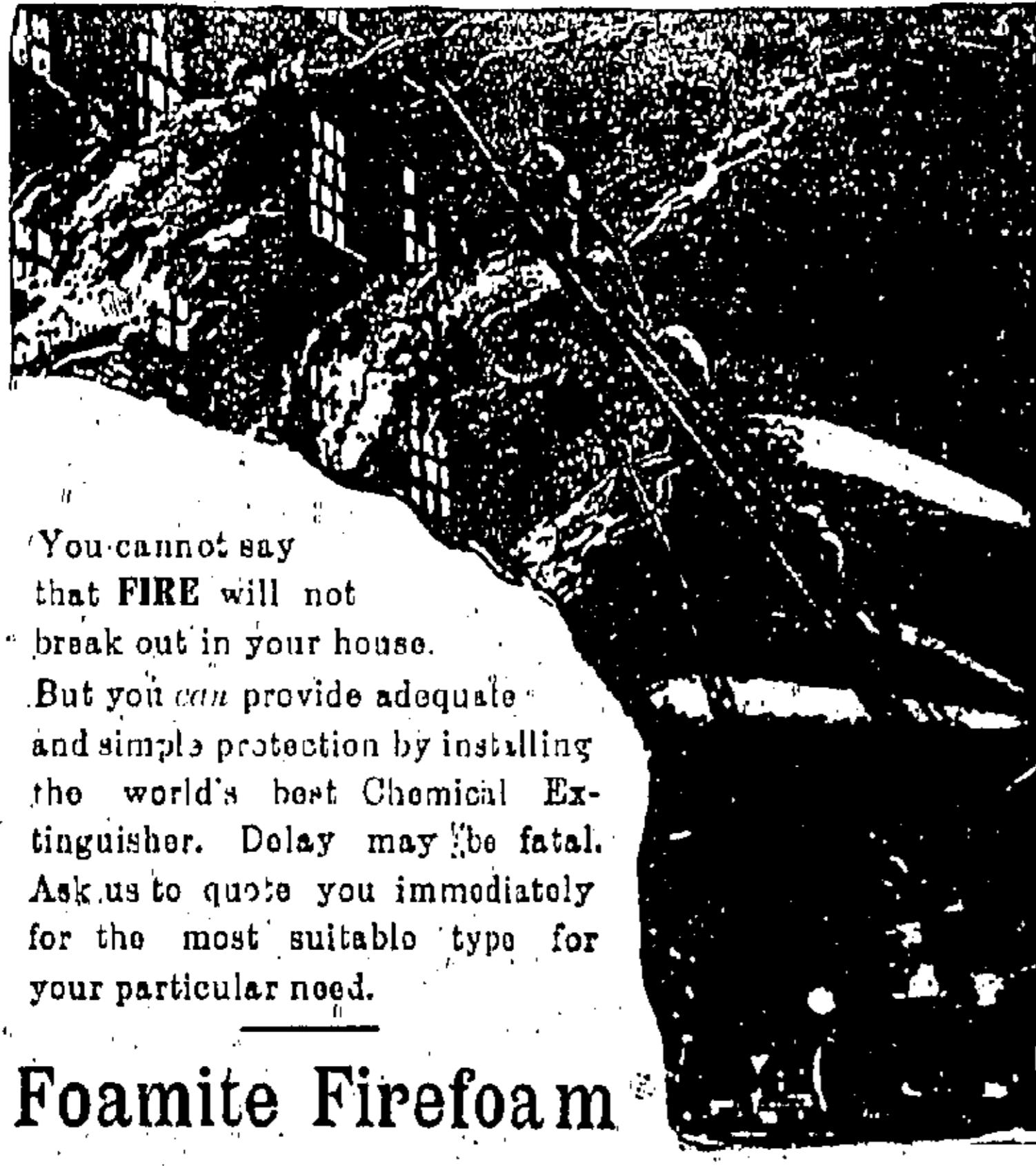
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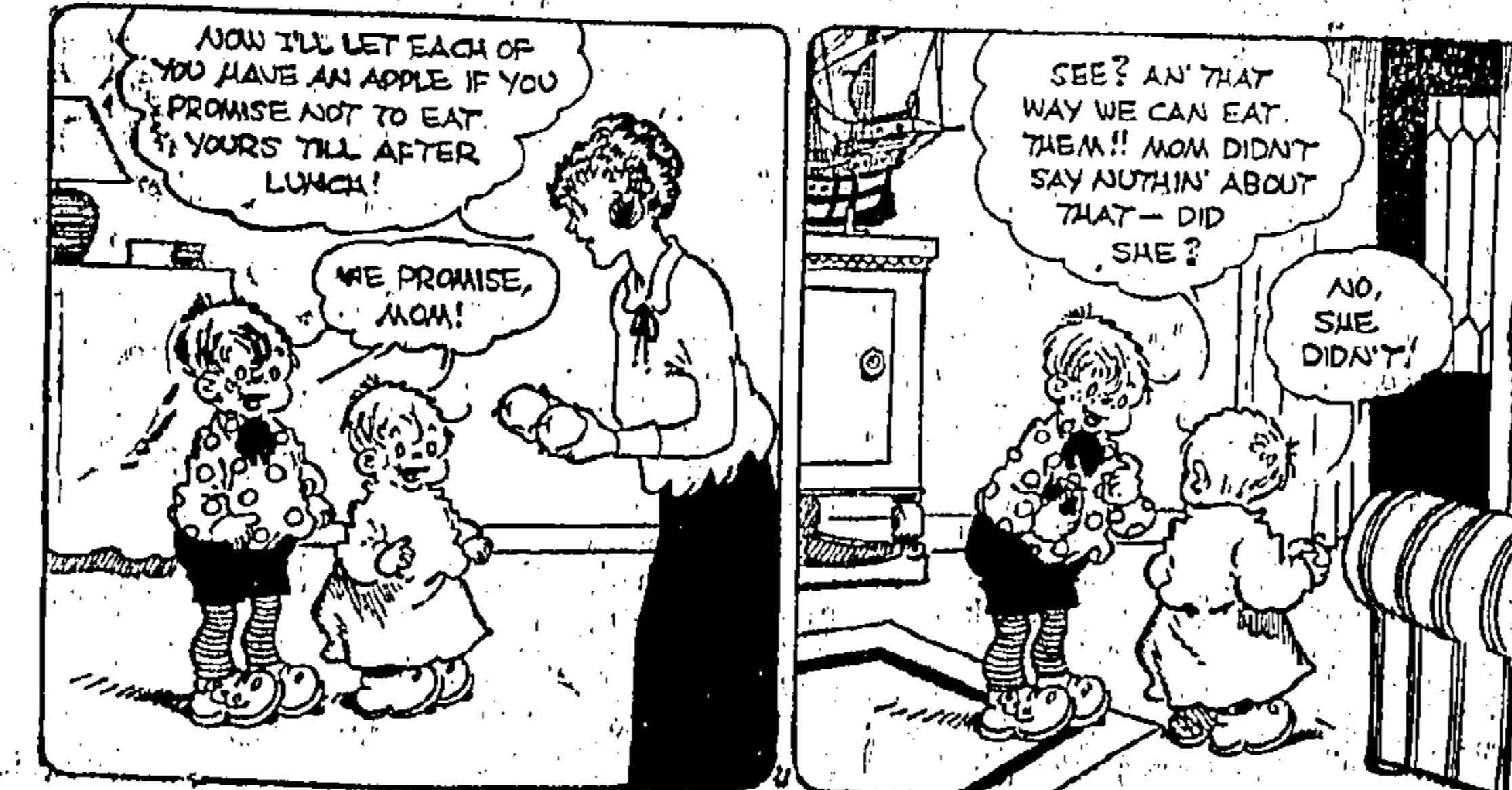
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LACTOGEN



RIGHT
FOOD
MEANS
SOUND
SLEEP.

FRECKLES AND HIS FRIENDS



NOW I'LL LET EACH OF
YOU HAVE AN APPLE IF YOU
PROMISE NOT TO EAT
IT YOURS TILL AFTER
LUNCH!

WE PROMISE,
MOM!

SEE? AN' THAT
WAY WE CAN EAT.
THEM!! MOM DIDN'T
SAY AUNTHIN' ABOUT
THAT— DID
SHE?

AH,
SHE
DIDN'T!

Within the Law

15
MINUTES
LATER



YOU'VE GONE AND EATEA
YOUR APPLES, HAVEN'T
YOU? YOU BOYS
PROMISED ME YOU
WOULDN'T EAT YOUR
APPLES UNTIL AFTER
LUNCH!!



BUT WE KEPT OUR
PROMISE, MOM!! WE
DIDN'T EAT OUR OWN
APPLES— I ATE TAG'S
AN' HE ATE
MINE!!

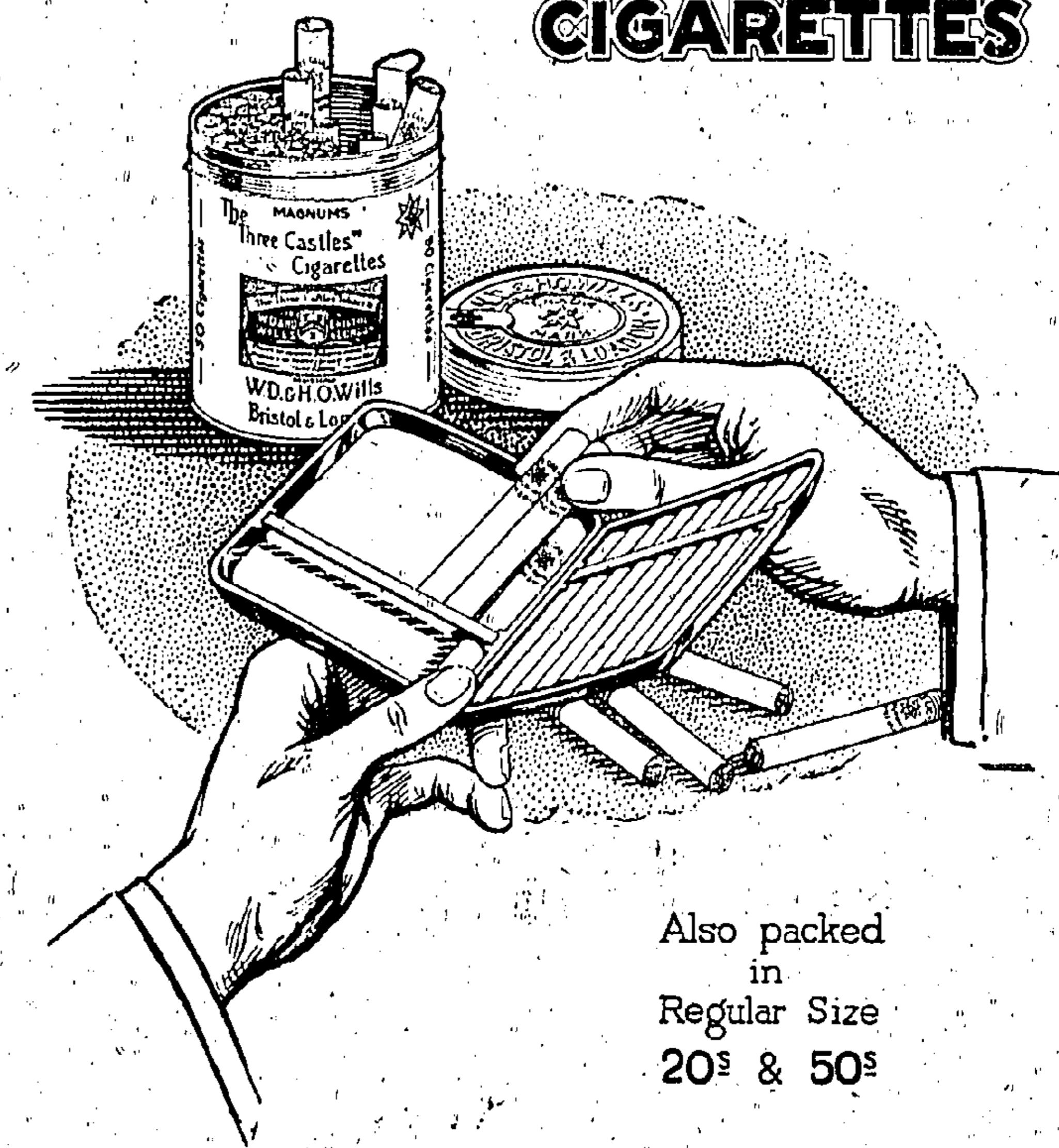
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Regular Size
20s & 50s

THE PARTICULAR CIGARETTE FOR THE PARTICULAR PERSON

Elizabeth Arden says:

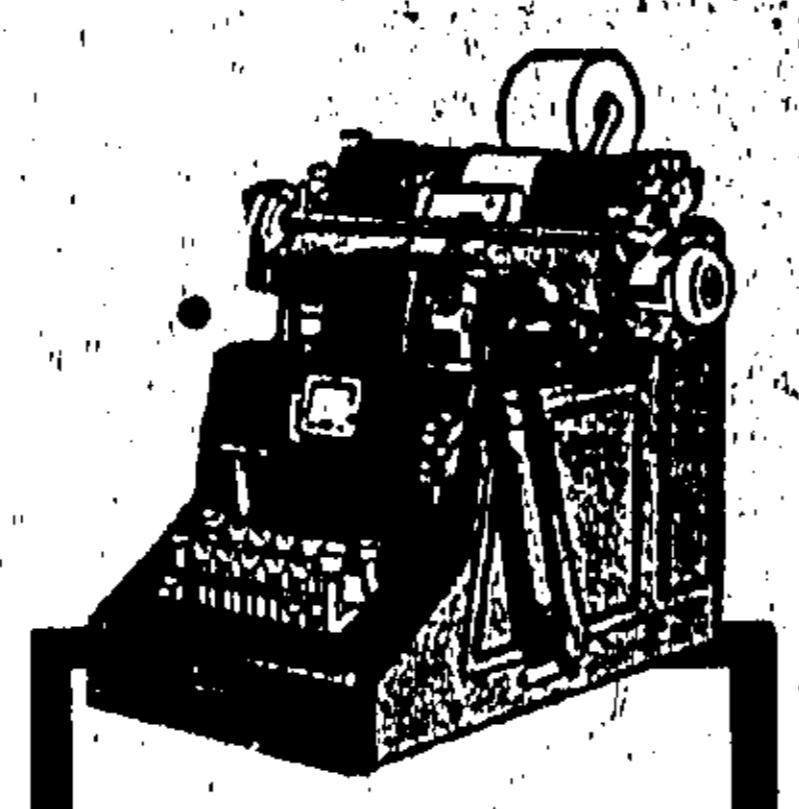
Don't mistake the cultivation of loveliness for make-up. They are miles apart! It is wisdom of course to make subtle use of fine toilet accessories to enhance and accent the features and the natural colouring. But it is tragic to try to hide blemishes with cosmetics for each year you will grow more and more dependent on these artificial means of concealing the ravages of your unwisdom.

Learn to care for your skin scientifically to keep it young and naturally lovely. Quicken the circulation that carries off poisons and brings fresh colour to the cheeks. Drive away all signs of age by holding the keen contour and the radiant sparkle of youth.

We have the following Elizabeth Arden Venetian Preparations in stock:

**Venetian Velva Cream
Pore Cream
Anti-wrinkle Cream
Special Astringent
Muscle Oil
Cleansing Cream
Cream for hands.**

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RANSOME'S
LION' MOWER FITTED WITH
EXTRA WIDE SIDE WHEELS AND
FIVE KNIVES.

9" \$50. 11" \$55. 13" \$60.
RANSOME'S
ANGLO PARIS' FITTED WITH
THE SINGLE SCREW ADJUSTMENT.

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FITTED WITH SLIDING GRASS BOX, PATENT SPRING HANDLES, DOUBLE ANGLE CUTTERS, AND SINGLE SCREW CYLINDER ADJUSTMENT. ESPECIALLY SUITABLE FOR BOWLING GREENS, GOLF GREENS ETC.

RANSOMES MANUFACTURED

THE FIRST HAND
POWER LAWN MOWER
1832

THE FIRST PETROL
MOTOR LAWN MOWER
1902

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sions of others she would just as soon keep out of the League altogether, and there have been similarly obdurate and implacable sentiments to the contrary uttered by France, Poland and Spain, Britain, so far as its official attitude is concerned, seems to be the only influential nation with freedom of action and there is tremendous force in the argument that the British delegates should go absolutely unfettered to work for that reconciliation which is so obviously desirable. If Britain officially adopted the attitude that it would not, at this stage countenance the admission to permanent membership of the Council of any other nation than Germany, it would deprive its delegates of the power of their uncertain vote—a power which might possibly be exerted for the everlasting good of the League and for European peace.

British opinion is that Germany alone should be admitted—Mr. Baldwin has confessed as much—but, seeing the inevitability of discord and the possible break-up of the League if there is a persistence in that attitude, the Government has asked for discretionary powers for its delegates in the hope that their freedom will avert a catastrophe. Knowing the calibre and merit of those delegates—Sir Austen Chamberlain and Viscount Cecil—we find no fault with the decision. We agree with the majority opinion of Britain, but we can also agree with the Government's attitude. Both British delegates are men of high standing, able to influence and lead, and their past services to the cause of European concord inspire the hope that their freedom of action will result in their being able to hold together the almost parting strands of the tie woven at Locarno. This is the first great test of that tie, and Britain's weight as a free-lance might make all the difference.

Free Trade Vindicated.

An interesting side-light on the application of the Safeguarding of Industries Act is provided by the opposition of shoe manufacturers to the request by upper-leather manufacturers for a duty of 33.1/3 per cent. on imported box calf. It is not denied that a tariff on leather would not be a good thing for the leather manufacturer, but it is being contended that the public ought not to be made to pay for the leather manufacturers' lack of enterprise. The head of one of Northampton's biggest firm of boot manufacturers declares that the suggested tariff would certainly injure the boot industry, especially the export trade, by placing its greatest competitors, the Colonial manufacturers, in a better position, because in most instances they would be able to get their raw material tax-free. In addition, he says, it would cripple the home industry, for it would mean raising prices, which would in turn reduce consumption. Far from reducing unemployment, it would have the opposite effect, as the numbers employed in upper-leather manufacture are very small, compared with those employed in the boot industry. Actual labour costs for the leather for the uppers of a pair of boots vary from 3d. to 6d., whilst for a complete pair of boots they vary from 2s. 6d. to 4s. 6d. The boot manufacturer therefore says it can readily be seen how detrimental would be the effect of putting a tax on his raw material. Mr. Baldwin has always said that he is against taxing raw materials, and it will be interesting to see whether this application for a duty on leather is acceded to. Whether it is or not, there can be no two opinions on the point that, no matter what other effects it may have, any tax on imports falls, in the last resort, on the consumer.

Liberal and Labour opinion in Britain, and the bulk of public opinion generally, is strongly against doing anything that will rob Germany's admission to the League of its moral value for that country, or anything that will break down the spirit of international co-operation in Europe that has been manifested since the signing of the Locarno agreements. And we believe that Mr. Stanley Baldwin and Sir Austen Chamberlain are both genuinely anxious to act in accordance with that public opinion, but are, at the same time, keen on doing all they can to placate and reconcile the conflicting standpoints of the nations primarily concerned with the outcome of the forthcoming Geneva meeting. On the one hand, Germany has threatened that if her permanent admission to the Council is made in company with the permanent admis-

DAY BY DAY.

HE WHO HATH NOT A DRAM OF FOLLY IN HIS MIXTURE, HATH POUNDS OF MUCH WORSE MIXTURE IN HIS COMPOSITION.—Charles Lamb.

The health return for Thursday shows one Chinese case of typhoid fever.

Mrs. Sun Yat-sen left Hongkong by the President Jefferson yesterday for Shanghai.

The P. & O. ss. Malwa, from Hongkong, arrived at Marseilles on the 5th March, at 9 a.m.

The prize distribution in connection with the Sacred Heart English School is to take place at St. Patrick's Club at 3.30 p.m. tomorrow.

A delightful fancy dress dance was given at the roof garden of the Hongkong Hotel last evening under the auspices of the Kowloon Cricket Club.

A large crowd is expected to attend "Off Day" at the Racecourse this afternoon. The results and betting figures will appear in our second edition.

A Chinese female has been sent to the Kowloon Hospital after having been bitten by a dog, near Kowloon City. The dog has been sent to Kennedy Town for observation.

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, recognised Mr. J. T. Bagshaw as Vice-Consul for Siam at Hongkong.

His Excellency the Governor has appointed Mr. Arthur Dyer Ball to be editor of, and to prepare an edition of the regulations in force in the Colony on the 31st December, 1925.

His Excellency the Governor has appointed Company Sergeant-Major H. C. Macnamara to be Second Lieutenant in the Hongkong Volunteer Defence Corps.

A widow living at No. 3, Lee Yuen Street, has reported to the police that sometime between March 3rd, and 4th, a box containing money and jewellery to the value of \$457, was stolen from her cubicle.

The engagement is announced of David Evans, eldest son of the late Mr. N. R. and Mrs. Evans of Talley, Llandilo, Carmarthenshire, and Vera Phyllis, youngest daughter of Mr. and Mrs. M. J. Stanley, of Kennedy Road, Hongkong.

The Netherland Consul General for South China in Hongkong reports to have remitted to the Foreign Office in the Hague the sum of \$1,197.62 or Guilders 1,727.94 for relief amongst the sufferers from the autumn and winter floods in the Netherlands.

Passengers departing for the north by s.s. Empress of Asia yesterday included Mr. and Mrs. B. D. F. Beith, Mr. A. R. Blinco, Mr. A. W. Buck, Mr. A. W. Burkhill, Mr. A. L. Davies, Major M. Garibaldi, Mrs. Lemarchand, Mrs. C. Russell-Brown, Mr. and Mrs. Laing, and Mr. C. Sokoloff.

Mr. R. J. Remedios, one of the oldest residents in this Colony, yesterday celebrated his Jubilee in the service of the Mercantile Bank of India. He joined the old Chartered Mercantile Bank of India, London and China, in the year 1876, at the age of 17, from the Government Central School, and has worked his way to the position of chief clerk, which he has been occupying ever since 1884.

Another big success was scored by the Hongkong A.D.C., when they again presented Lord Dunsany's "If", to a large audience, at the Theatre Royal, last evening. The piece is a triumph of amateur acting, and is one of the most successful plays the Club has produced. Excellent singing, and alluring Oriental dancing are interwoven with the play, and the actors carry off their roles with much credit. The scenes and lighting leave nothing to be desired, and a well-balanced orchestra contributes to the success of the piece.

MIXED
BY ASHLEY STERNE.
GRILL
AVTHOR OF
TWISTED TALES.

his own. He seems quite unhappy about it, in spite of the fact that the author had duly announced that all the characters in the story are purely fictitious. Of course, there is no copyright in a name, and hence we serial writers occasionally give offence where none is intended. When in this column my masterly serial "Mouldy Martha, the Macclesfield Murderess", was appearing, I had no idea that the name was anything more than a figment of my imagination. But apparently Mrs. Moldleigh Marthagh (to whose Christmas party I referred last week) thinks that deliberately pilloried her, and at the moment of writing her solicitors have sent me a writ of habeas corpus, a bill of attainder, a mortgage, a distressing a power of attorney, a decree nisi, a caveat emptor, and a jury summons. I am only waiting to see if any more documents come along before sending the whole lot to the King's Proctor with a smart note asking him to intervene and abate this nuisance.

A NASAL ENGAGEMENT.
We've fallen out, my nose and I,
Lifelong companions though
we've been;
Bosom-friends, you might say,
I ween,
But that my nose has none—I
don't know why!

"Let's take a walk, my nose,"
said I;
"E'en in the cold 'tis good to
go a-sunning!"
I said a walk; but soon my
nose was running!
I panted after, gasping, "Hi,
there! hi!"

We bandied angry words, I and
my nose,
Till cried I, at the climax of
our tiff:
"Oh, you be blowed!" and
drew my handkerchief:
And, that's how two old
comrades came to blows.

In view of the prominent part
which Dr. Anaesthesius Bilge-water is now playing in these

notes, I readily respond to the request of a reader to give a few particulars of this famous physician and chemist.

Born some 50 or 100 years ago of poor but dishonest parents, he received his earliest knowledge of physics from Dr. Gregory Pougher and Dr. Beauchamp Spills, and of chemistry from Professor Lynn C. Doyle and Sir Ferrus Oxide. When only in his teens he made several laudable but abortive attempts to explode the atom, but only succeeded in blowing up the family bathroom. When the electron was discovered some years later, he made similar fruitless endeavours to explode that, too, in the course of which experiments he unfortunately blew out all his wisdom-teeth.

For many years he was head quinine-ammoniator to Boot's, a post he only relinquished on the outbreak of war to take over the responsible and highly technical duty of orienting spurs from newly-gazeted cavalry subalterns. Latterly he has devoted his great brain to the solution of various problems in wireless, and has just perfected a most remarkable machine for broadcasting absolute silence.

S W E E P S .

There are chimney sweeps and brooms that sweep und ships that sweep the sea.
But the Club and Valley Racecourse sweeps are greater than all these.
There are sweeps that run to thousands and others only tens:
There are those got up by gilded clubs and some in filthy dens.

No matter where they come from, be they rich or be they poor,
They cash and every one of them have followers by the score.
The lordly tsipan of the Peak, the lowly ricksha man,
Invest their cash in tickets—or steal them if they can.

"To those who hath it shall be giv'n," is just the way with sweeps,
Caw all the prizes seem to go to those who now have heaps.
It's only mugs like you and I—the real deserving men—
Who miss the hundred-thousandth chance by one, or two or ten.

DINTY.

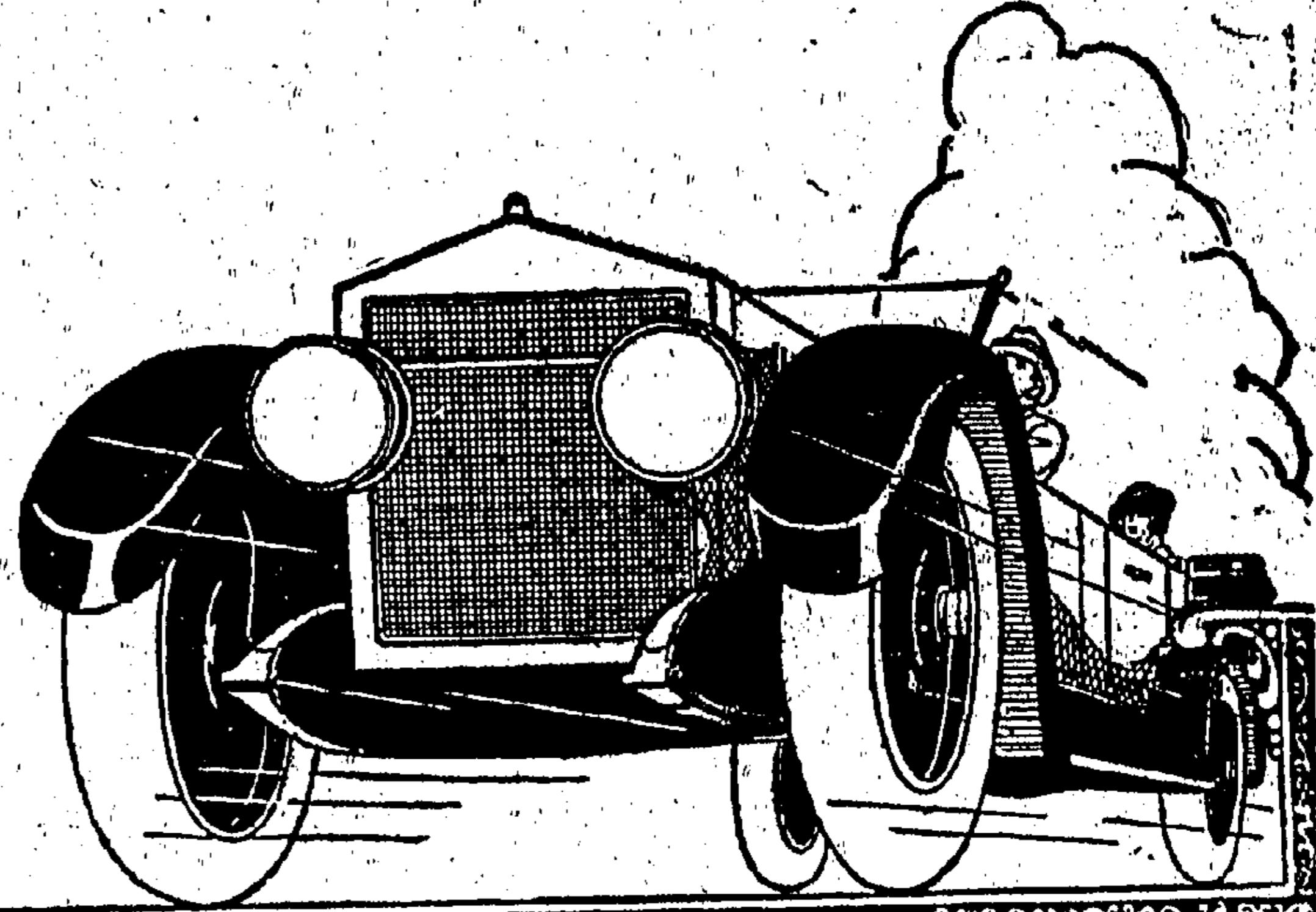
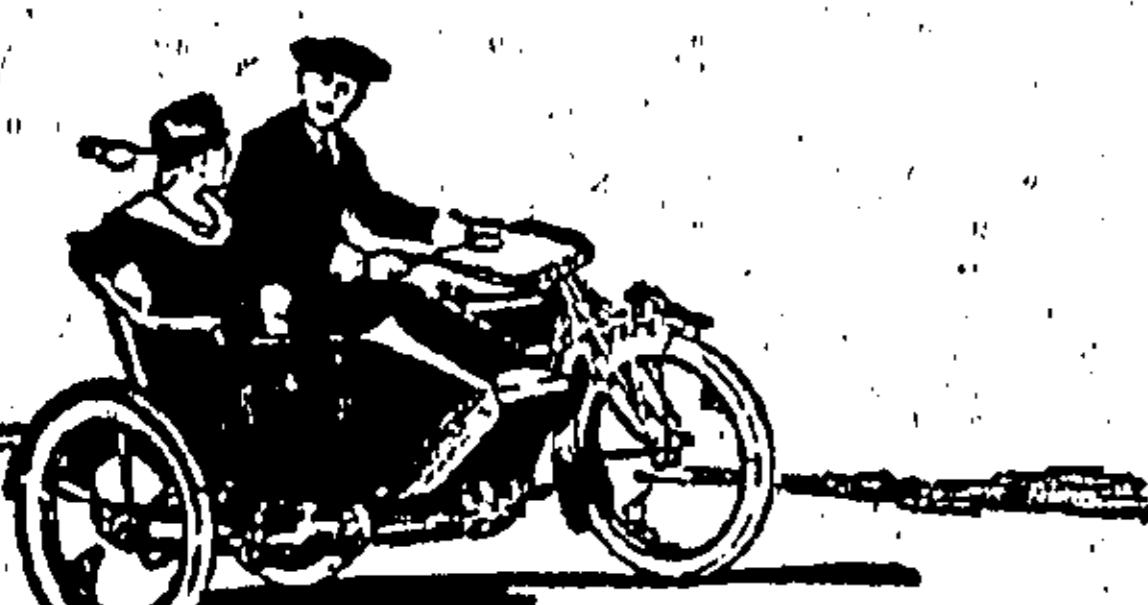
Hongkong, March, 6th, 1926.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 6th. March, 1926.

(Being the Official Organ of the Hongkong Automobile Association).



CURRENT COMMENT

White Gloves.

In a wireless talk at Home recently, Major Stenson Cooke, Secretary of the Automobile Association, made a suggestion which is deserving of adoption by all users of the road. "We cannot do better than record it in his own words." "We all acclaimed the white glove worn by the police when directing traffic in fading or uncertain light. Like many another good idea, it was first rather sneered at by certain of the powers that be. But the road using public quickly saw its value—looked for it, got used to it, and signified in no uncertain way its disapproval of districts where it did not yet obtain. So the powers that be bowed to public opinion, and the white glove is now part of police uniform—also of A.A. road patrols where directing traffic."

A Good Idea.

Continuing, Major Cooke said: "The idea of the white glove is too good to be confined to the police officer and road patrol. It should be worn by every car driver, bus driver, lorry driver, and motor cyclist, for the benefit and safety of their fellow road users during the hours when light is fading or uncertain. The wearing of a white glove on the driving, the signalling hand, will be a graceful and kindly act. It will mark you as an exponent of the gospel of give-and-take. Like the Flanders poppy, it will be an outward and visible sign of your inward concern for others."

Pushing Pedestrians.

A London inventor hopes to abolish the present custom of motorists running over pedestrians. His plan is to skirt the front of the motor car with steel bands which will push the pedestrian to one side. Motorists who adopt this invention will still be able to bump the pedestrian, but they will be denied the privilege of running over their victims. However, sporting motorists may find that a good bounce will add a little more zest to the accident!

Motor Caravans.

Motor caravanning is surely one of the most enjoyable ways of spending a week-end, and it is not surprising that it has become most popular in the British Isles. In America and on the Continent it also has a host of disciples, and, not only week-ends, but lengthy holidays are spent "on wheels" out in the open. Naturally the expense of equipping a motor car for such a purpose is considerable, and in view of this, some enterprising firms have built motor caravans which can be hired at fairly reasonable rates. Even in Hongkong, especially over in the New Territories, it would prove a most novel and attractive solution to the week-end problem, but whether it would pay a local firm to build such a vehicle for hire purposes is rather problematical.

Tax Not Extra!

An advertisement recently appeared in this supplement for Hudson cars, in which the words appeared "Freight and tax extra." This has apparently been taken by some people to be an explanation of the recent revised prices of these cars—prices which are admittedly low. The real explanation is that the manufacturers supplied publicity matter to Hongkong which was prepared for countries where an

import duty is imposed, and where it is the custom for dealers to quote prices subject to additional charges for freight etc. The prices, advertised, for both the Hudson and the Essex cars are the actual prices for delivery in Hongkong.

Craziness.

On Sunday last, we observed an example of motor cycle craziness on the new road to Repulse Bay. A motor cycling youth was riding with his hands off the handle-bars, apparently possessed of the feeling that other road users would admire his wonderful skill. By the merest chance he escaped a crash which would have probably ended in hospital, as far as he was concerned. Quite apart from possible injury to hair-brained people who indulge in this sort of thing, a serious risk is created for the ordinary road-user. We should like to see an example made of this particular species of road hog.

Tractors and Trailers.

Although motor tractors and trailers have not yet appeared in Hongkong, we understand that the Government has no objection to licences being granted for approved types. When visualising the vehicle which has been given the name of "tractor," most people will imagine a heavy iron tyred machine similar to those used for agricultural purposes. Such contraptions would prove ruinous to our roads. But the particular type which may be used in the Colony is quite different in that it is lighter, easier to operate, and above all, is equipped with either solid rubber or pneumatic tyres.

The "Fordson."

The tractor which will soon make its appearance here is the "Fordson" which, as its name implies, is manufactured by the Ford Motor Car Company. In other parts of the world it has proved of great worth for a variety of purposes, but its main use is in connection with general haulage work. Special trailers are built for it, which, incidentally, can also be attached to motor trucks and lorries, and it is easy to imagine the vast improvement such a system would bring about over the antiquated coolie drawn trucks which create such congestion in certain war housing and waterfront districts in Hongkong.

Mr. Andrew Harper, Junr. will be pleased to give full particulars to any firm which has need for economical haulage of goods.



A THANK OFFERING.

FOR AN EXCELLENT LECTURE.

Roll up roll up there's come to town
A clever chap called Ernie Brown
He lectures for the "Vacuum Oil"
The firm whose trade mark is
"Gargoyle".
He'll teach you how to lubricate
A little twin or a big straight-eight.
Wherever he travels far and wide
His password's "Make the chart
your guide."

When I first went to hear him speak

I could have listened for a week
He knew his subject inside out
And held his hearers right throughout

He told how oil lost its viscosity

To all the parts from vale to sump

And let the poor old engine thump.

For every thousand miles you went

He said the engine oil was spent
And had to be renewed again
Or else the engine would complain

By grudging to run up the hills

And showing symptoms of its ill

Of all its good compression lost

And belching smoke from its exhaust.

The engineers who make the chart

Have made their work a real fine art

Though pressure fed or simply splash

They know just when the oil should flash

Each problem's studied well and long

To find which oil is right or wrong

That's why the "Vacuum" says with pride

You ought to "Make the Chart
your Guide."

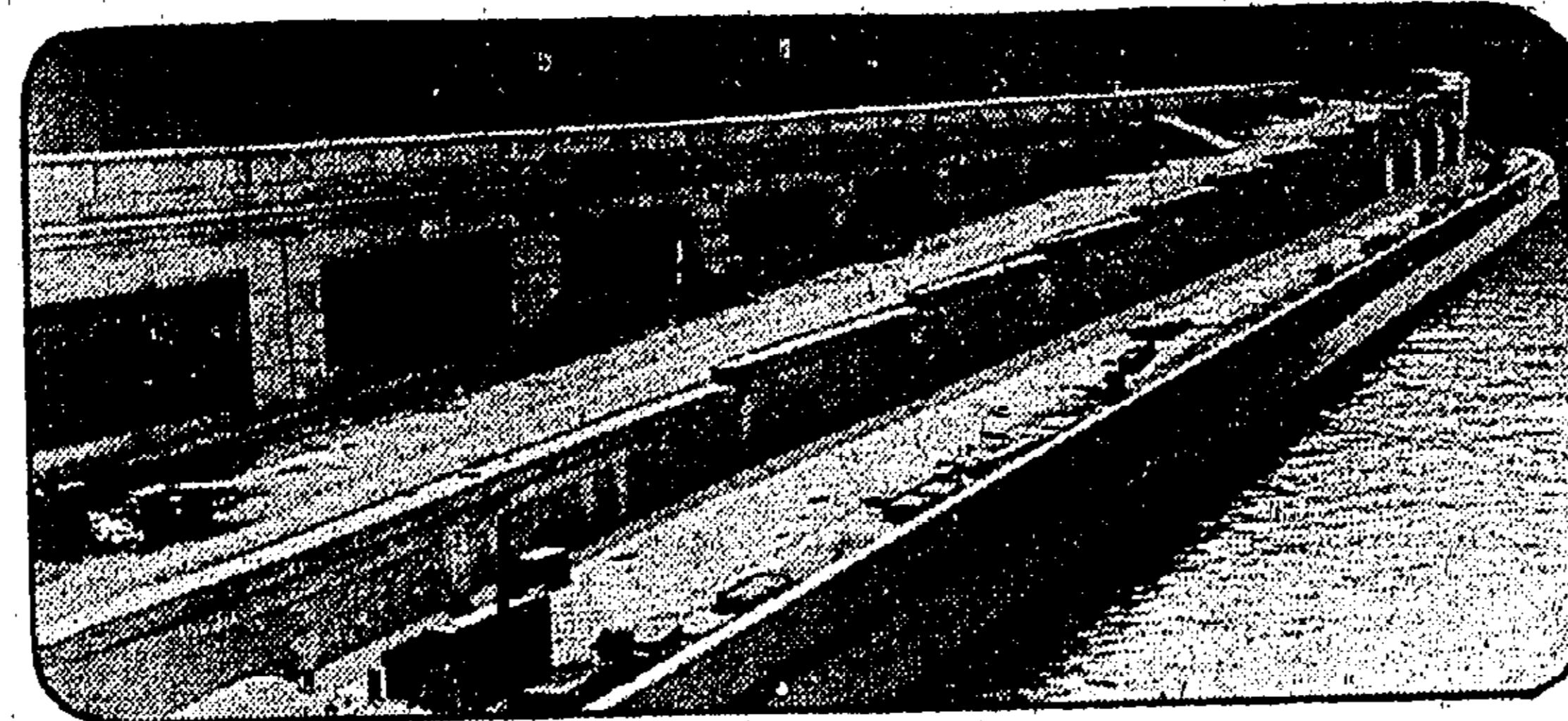
GUDGEON PIN.

NO SATURATION POINT.

Mr. Charles E. Mitchell, president of the National City Bank of New York, stated at a recent luncheon that there is not, and never will be, a saturation point in the motorcar purchasing capacity of the American people. Motorcars, he declared, will continue to be sold so long as new roads continue to be built.

"How did it happen, old man?"
"I tried to go between two buses—and I have heard since that there was only one there!"—
Passing Show, London.

CHICAGO'S NEW DRIVE.



Finished section of Chicago's double-decked Wacker Drive, built along the bank of the Chicago River, extending for approximately three-quarters of a mile. This drive, the only one like it in the country, is 72 feet wide, with sidewalks of 24 and 18 feet. The unloading dock along the side of the drive is 22 feet wide. The head space between the two sections of the drive is 12 feet, 4 inches. Ramps lead from the upper section to the dock. This drive was constructed under the supervision of the Chicago Board of Local Improvements.

ROAD RACING IN ENGLAND.

THE POSSIBILITIES OF A REVIVAL.

At the dinner of the Brooklands Automobile Racing Club held last month Sir Arthur Stanley once more referred to the desirability of holding a road race in England, pointing out that there are places in Yorkshire, for instance, where such a race could be held without risk or inconvenience to anybody.

This subject has been discussed on many occasions, and only in a recent session of Parliament a Bill was introduced to legalize a road race in this country. Objection has always proved too strong for legislation enabling road racing here to stand any chance of acceptance, and eventually this Bill was dropped.

Even when England won the Gordon-Bennett race years ago, and became entitled to hold the race here, it was realized that Parliament would not pass a Bill permitting the race to take place on English roads, and a course was selected in Ireland.

Twelve states which have already adopted such legislation will support the A.A.A. in its campaign for legislation to eliminate the auto thief.

At the head of this campaign

is the American Automobile Association.

All of its resources,

through its member clubs in every state, are being organized for the purpose.

What is wanted is a universal

state certificate of title law to help reduce automobile thefts.

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RAILWAYS v. AUTOS.

HAZARDS COMPARED.

The railway hazard on a mileage basis is nine times greater than the automobile hazard, according to statistics made by the American Automobile Association.

The statistics are based on 1923 figures, the last for which complete records are available.

During that year railway accidents accounted for 6922 deaths and 56,464 injuries, a total of 63,986 killed and injured.

The total train mileage, freight and passenger, was 1,191,897,000, showing approximately one accident for every 18,000 miles.

In the same year the accidents in which motor vehicles figured accounted for 17,000 deaths and 500,000 injured, a total of 517,000.

A total motor vehicles mileage for the year is estimated at 850,000,000,000 miles. This would mean one motor accident for every 160,000 miles.

LOWER FATALITIES.

Despite a 16 per cent. rise in the registration of automobiles last year, motor fatalities decreased by 13 per cent., according to the National Automobile Chamber of Commerce. San Francisco, Philadelphia and Chicago report improvement in traffic control.

KEEN COMPETITION.

WAVE OF PRICE CUTTING.

The production and sales of automobiles reached high levels last year.

The wave of price cutting combined with the introduction of attractive models stimulated business.

There has been little over-production in the automobile manufacturing field, and there are many cases where dealers have found it difficult to get a supply of new cars.

Bus and truck manufacturers announce excellent sales. The installation of busses in many of our largest cities have done much to bring the bus sales records above normal.

Accessories and parts manufacturers have had a tremendous sales output, showing profits which increased in the first six months of 1925 an average of 89 per cent. over the corresponding period of 1924.

Competition, which is unusually keen at present, is expected to do much to decrease the manufacturers' profits. However, it is believed that the competition will not hurt the sales output.

American companies are giving more attention to foreign markets and plan to increase their sales abroad.

NEED TRAFFIC DIRECTOR.

"Every city needs a traffic director," says J. C. Long of the National Automobile Chamber of Commerce. "Municipal authorities can profit by the example of the railroads which have accomplished remarkable results in accident reduction by study and systematization of their dispatching system."

ABOLISH SPEED LAWS.

The Hon. George S. Henry, Minister of Public Works and Highways for Ontario, says that the time will come when Ontario will abolish maximum speed laws altogether, as has already been done in Europe.

DOES YOUR CHAUFFEUR "SQUEEZE?"

THE EVIL OF THE COMMISSION SYSTEM.

[CONTRIBUTED.]

Does your chauffeur "squeeze"? I expect that most people in Hongkong will agree that the pernicious habit of extracting commission from the tradesmen who supply "masters" various household commodities, is generally practiced by Chinese servants. In most cases no action is taken, mainly on account of the difficulty in securing proof, and also because the practice is one which comes as second nature to most native servants. Applied to the motor car trade, there is no excuse for giving the opportunity to extract the chauffeur's "pound of flesh" from the suppliers of whatever the requirement of the moment may be. Take for example tyres. For some unknown reason, there appears to be a universal discount of 25% off most tyres sold in the Colony of Hongkong. Every owner-driver may not be aware of this fact, but it is safe to say that his driver is. Now it may happen that the driver tells his master that a new tyre is needed, but he has first of all made enquiries from the various dealers to discover which will give him the best "cunshaw" for persuading his master to purchase one of the particular tyres for which they happen to be agents. Should the driver demand 10% for his part in the deal, the firm finds itself in a quandary as to the price to quote the purchaser. The desire to allow the usual 25% is thwarted by the fact that the sale will not be effected unless the driver receives his price. Therefore the man who pays is done out of 10% which finds its way into the pocket of his chauffeur. Granted some people may not worry about the price they pay, it is surely to their interest to have the maximum quality at minimum cost. The firm which resolutely refuses to fall in with the driver's suggestion naturally loses business. Would it not be better therefore to do away with the 25% margin altogether, and list all tyres or spare parts at the actual lowest price of the article concerned?

The same aspect appears in relation to the prices of motor cars. An owner contemplates buying a new car, and makes his chauffeur aware of his intention. Very few hours pass before the servant is making enquiries with regard to the highest commission he can secure on the sale of any particular car. Quality, reputation, service, do not enter into the question, and the worried dealer is wondering whether the commission he must offer will be sufficient inducement to Mr. So and So's driver to recommend such and such a car to his master. Should the dealer ignore the driver and endeavour to convince the would-be-buyer of the merit of the particular car he is trying to sell, it is a hundred to one that the driver will convince his master that "he's very clever man, savvy that car no belong proper car, give plenty trouble." And the strange thing is that many owners are prepared to accept the wily driver's advice!

The trouble is that the firms who in the interest of their customers, endeavour to keep prices to the "lowest" possible level are liable to see business go past them, solely on account of their refusal to create a margin in their prices for the benefit of their prospective customers' servants.

It is therefore up to every owner to deal direct with the merchant, and to give a little time and trouble both in his own interest and in the interest of the firms who are harassed by the demands of native servants.

COURTESY CODE.

Development of a "courtesy code" to govern the relations of motorcycle officers with the motoring public will be one of the objects of a constructive 1926 programme being planned for the California Association of Highway Patrolmen.

"GERM PROOF" CARS.

STUDEBAKER AIR CLEANER.

An automobile engine, rightly built, is almost "germ-proof"—characterizing as germs those minute trouble-makers that get into an engine and wreak havoc. Only three things should be able to get into an automobile engine. They are air, gasoline and lubricating oil. The Studebaker engine has a sentry posted on each highway through which these travel, to see that no "germs"—dirt, water or bits of worn metal—get in with them.

An air cleaner, over the carburetor air intake, strains out dust of the road, sand and soot, which formerly were carried into the cylinders in the swiftly moving stream of air with which the gasoline was vaporized.

Across the gasoline, between the vacuum tank and the carburetor, is placed a gasoline strainer. If sand or dirt gets into the tank while it is being filled, then floats along the stream going to the engine, it will be stopped here. Water settles to the bottom of the strainer and may be drawn off.

Lubrication is important in an engine. Oil forms a thin film between its moving parts, so that the metal does not come into contact. To make this film effective, the metal walls must be of mirror-like smoothness. A scratch or pit in them will break up this film and start trouble.

Rougher particles are strained out by a circular sieve in the crankcase, which keeps within its walls all the bits of sediment too large to get through the screen. To this, Studebaker adds an oil filter, containing thick layers of soft felt. Oil coming back to the pump from bearings or cylinder walls is drawn through this felt, leaving behind the minute bits of grit, metal and dirt which would act like sandpaper on important surfaces. The oil goes on its second usefulness as clean, and free of sediment as when it was poured into the crankcase.

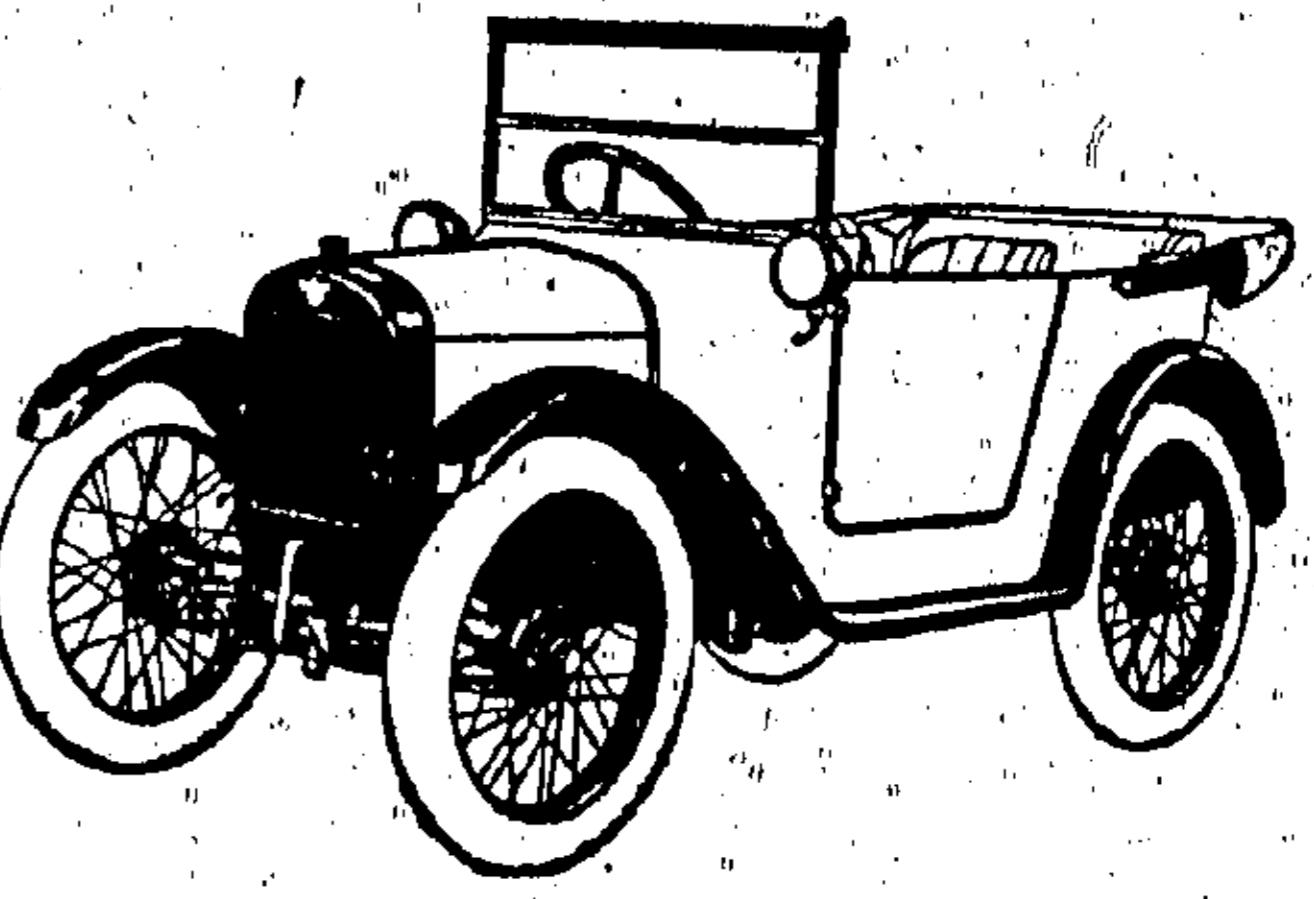
Just as sanitation wards off the attack of destroying germs in the human engine, so these devices shut out the minute destroyers of the full efficiency of an automobile engine.

BUICK'S LATEST RIGID SIDE CURTAINS.



With rigid side curtains in place, this model affords full view of surrounding scenery, with protection against direct draught and dust entry. The curtains are readily and easily removed without tools.

AN OFFER



HAVE YOU EVER TRIED AN AUSTIN SEVEN?

You've seen many of them on the road.

That is because they are good.

With the first 12 purchases this year we are giving a free Insurance Policy with the General Accident Fire and Life Assurance Corporation Limited.

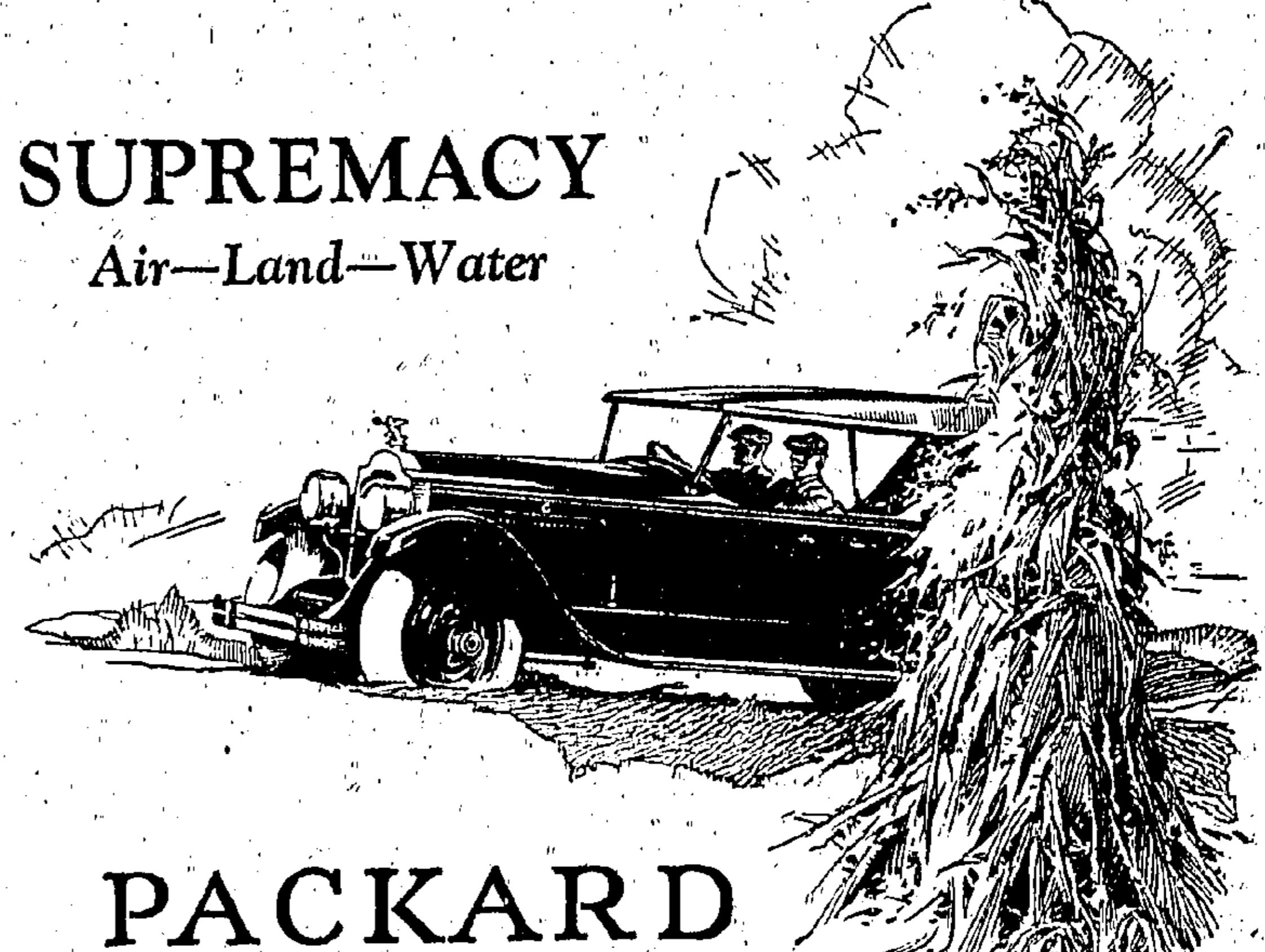
It is not difficult to become an Austin Owner. LET US EXPLAIN.

Alex. Ross & Co. (China), Ltd.

Show Room No. 1A, CHATER ROAD,
No. 1A, CHATER ROAD,
OPEN SATURDAYS AFTERNOON till 5 o'clock.

SUPREMACY

Air—Land—Water



PACKARD

THE epochal flights of the United States navy aeroplane PN-9 to Hawaii, and the giant dirigible "Shenandoah" are now history.

The record non-stop, cross-continent run of a Packard Eight, and the winning of the 1925 World's Speed Boat Championship, are also triumphs of the past.

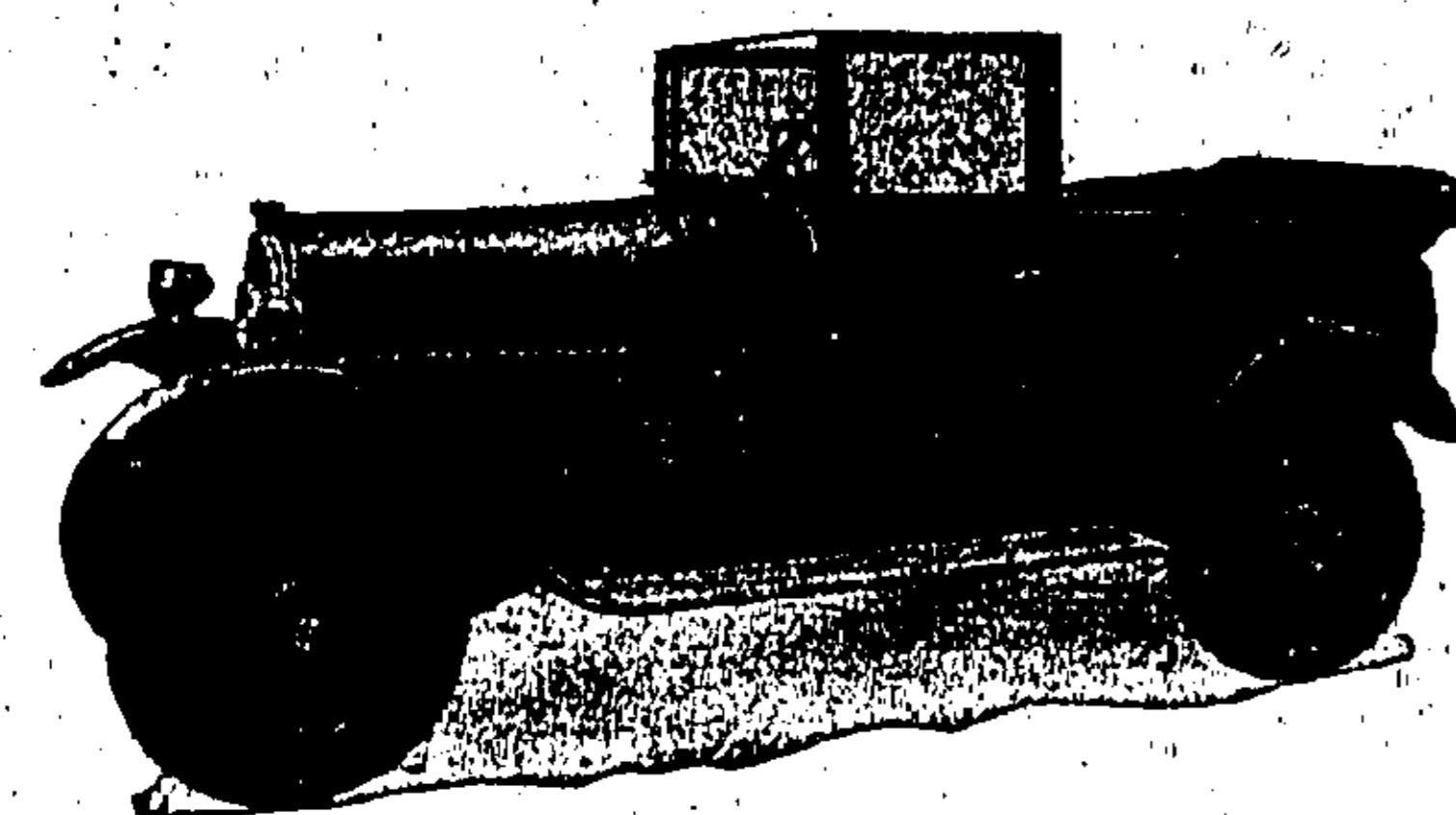
But the engineering and manufacturing genius that made these supreme achievements possible is still at work for Packard owners.

The efficient chassis lubricator, the oil purifying rectifier, and the new type four wheel brakes are recent improvements exclusively enjoyed by Packard buyers.

THE DRAGON MOTOR CAR CO., LTD.

33, Wong Nei Chung Rd. Happy Valley

ASK THE MAN WHO OWNS ONE

G. W. K.
THE EASIEST CAR TO DRIVE

Ideal for Hongkong
10.8 H.P. (Four Seater)
A Gear for Every Gradient
\$1,650 Ready for the Road

Full Particulars from:

GILMAN & CO., LTD.

HONGKONG "BANK" BUILDING.

DODGE BROTHERS
SPECIAL
TOURING CAR

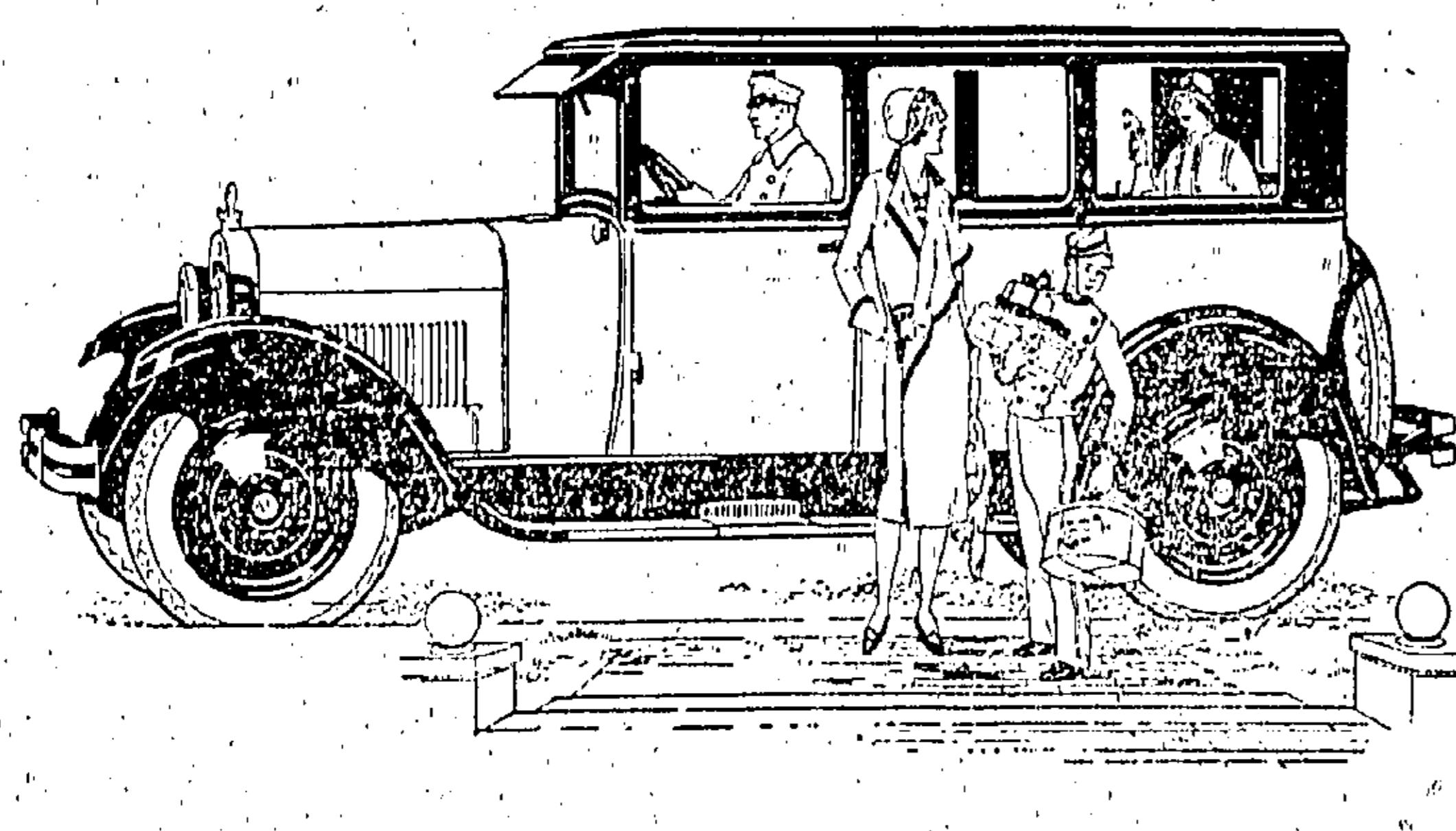
Built to withstand unusual service, it is not remarkable that under normal conditions, its reputation for long life is unprecedented.

The special equipment is complete, and yet—because of Dodge Brothers large production—the extra cost is impressively moderate.

THE DRAGON MOTOR CAR CO., LTD.

33, WONG NEI CHUNG ROAD

HAPPY VALLEY



COURTESY CODE.

Development of a "courtesy code" to govern the relations of motorcycle officers with the motoring public will be one of the objects of a constructive 1926 programme being planned for the California Association of Highway Patrolmen.

BRITAIN'S PREMIER CAR.**SOME MORRIS FACTS.**

1,500 Cars Per Week.

Other things being equal, it is the man who can see furthest ahead that is the most successful in business, and there is no doubt that the remarkable success that has been achieved by the Morris car, not only in Great Britain, but all over the world, is due in a large measure, to the foresight of its sponsor Mr. W. R. Morris.

Just before the Great War, in 1913, he was only just starting on the business of manufacturing motor cars. To-day, his factories are in Oxford, Coventry, Birmingham and Le Mans (France), and the total production of Morris vehicles is approximately half the number of cars of all makes that are made in Great Britain to-day. This is all the more remarkable when it is realised that generally speaking the design of the Morris car has not changed since 1913, but equally this success gives proof of the fact that the designs was dead right in the first place.

Morris Motors, Ltd., were first in the field with a really reliable small car that would go anywhere and do anything, carrying four passengers in comfort. Other concerns have emulated their policy, but Morris Motors, Ltd.,

had achieved so much experience by the time their competitors started that their product has never had any serious competitor. The basic reasons for the success of the Morris car are that it is a type of vehicle that the public wants; it is economical both to buy and to run; and it is made of the finest materials and by the finest workmanship that can be found in the automobile industry the world over to-day.

It is not a cheap car built down to its price. A study of its design will show that it is a high grade vehicle, which, being in great demand in its own country, is being built at a price far below that charged for other small cars, because in its construction the best labour-saving machinery is employed, and the large numbers produced enable overhead charges to be distributed until they assume a comparatively low figure per car.

The current range at the present time comprises two chassis, one of 11.9 h.p., known as the Morris-Cowley type and the other of the same fundamental design but larger, more robust, more powerful, heavier and faster, the 14/28 h.p., Morris-Oxford type. Both these chassis have four-cylinder engines of monobloc construction with side valves and detachable heads, the top half of the crankcase being cast integral with the cylinder block. Thermo siphon cooling, a large radiator, plunger pump lubrication, an accessible

Lucas magneto driven off a cross shaft, a multiple cork inset clutch and a three-speed gear box built in unit construction with the engine, are integral and praiseworthy features of the design. All the transmission is enclosed, the torque tube and back axle being built up together and being joined to the power unit by means of a large torque ball abeam the gear box.

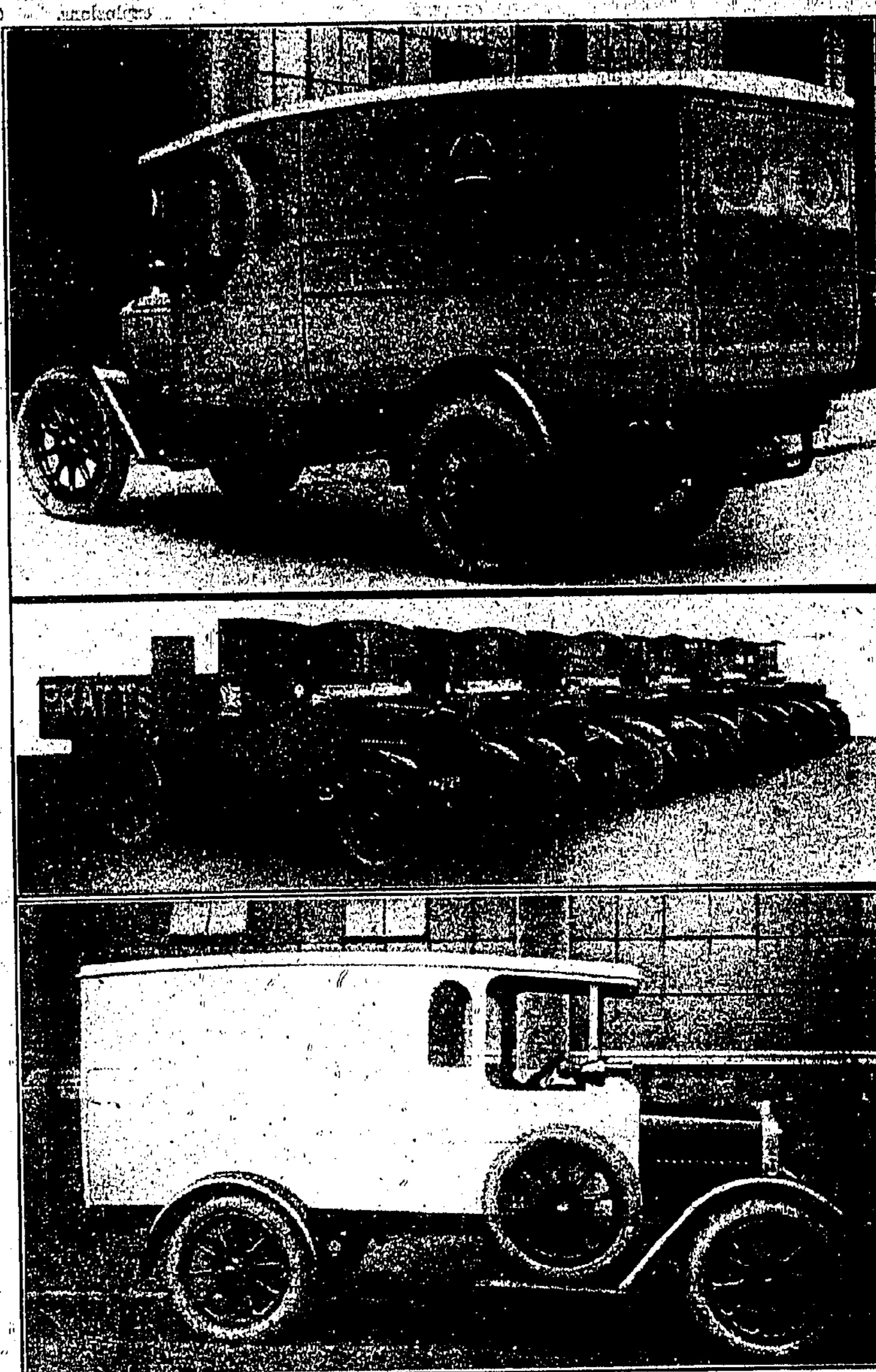
In the transmission, as in the engine, the latest and most up-to-date design is used, the universal joint being automatically lubricated; the differential is of the four-pin type, while the final drive is by spiral bevel. Both brakes work direct on back axle, the foot brake on the four-wheel brake model taking effect on both front and rear wheels, while a hand brake operates shoes of the rear drums only.

The detachable wheels are shod with balloon tyres of Dunlop cord manufacture; a 12 volt Lucas lighting and starting set with a silent chain drive to the dynamo is included, while the chassis specification incorporates such desirable components as spring gauges, Gabriel snubbers, Enots Autornon chassis lubricating system, a Smith five-jet carburettor supplied from a large tank in the dash, a radiator thermometer and other useful accessories.

In fact, one of the chief features of the Morris car is that once it is bought there are no further accessories to buy, for it is sold com-

pletely equipped down to the last detail, including, even, on the closed models, a smoker's companion on the dashboard.

On the 11.9 h.p. Cowley chassis,

SOME TYPES OF THE NEW MORRIS MOTOR TRUCKS.

The manufacturers of the famous Morris motor cars are finding a ready sale in Europe
for the above types of small motor trucks.

A Fine Product and a Fine Policy

There are no finer tyres than

DUNLOP CORDS

They stand as the supreme achievement in tyre construction, and set a new standard in tyre service. Behind them is a fine policy—fair treatment—the methods of the Dunlop organization which help you to get the utmost value from your tyres.

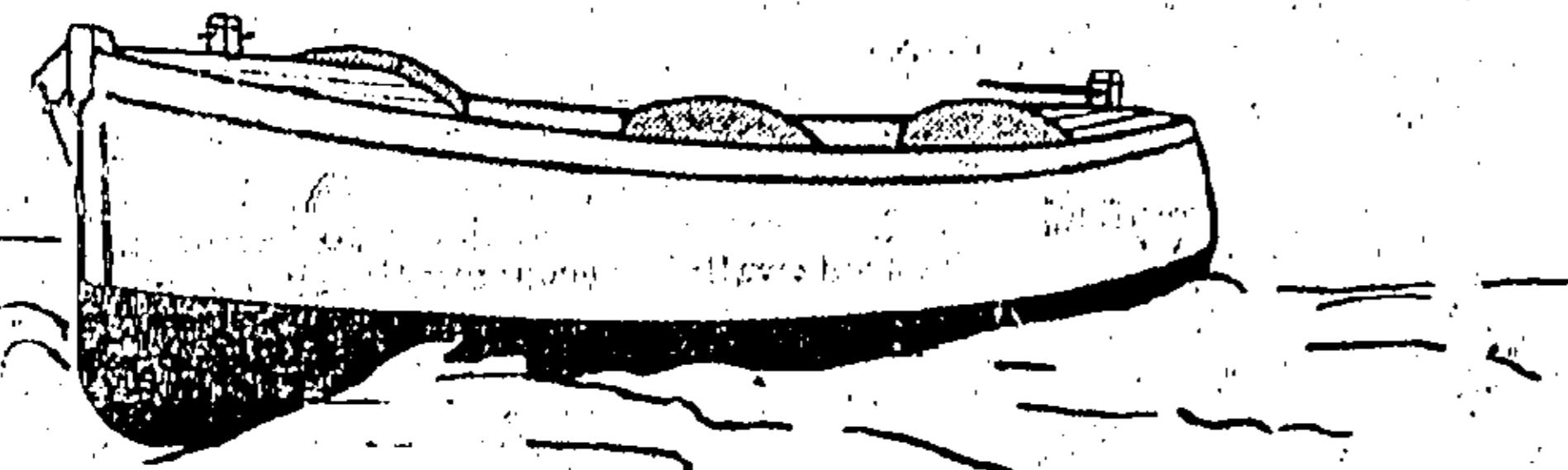
There is a Dunlop Representative at Hongkong, for your service.

DUNLOP RUBBER Co. (China) Ltd.
Hotel Annex Building.
Telephone Central 4551.

HONGKONG HOTEL GARAGE,
Distributors.
Telephone Central 4759.

THE AILSA CRAIG HARBOUR LAUNCH

SPEED 7 KNOTS.



BRITISH THROUGHOUT

COMPLETE \$2350 DELIVERED HONGKONG

Sole Agents.

DODWELL & Co., Ltd.

HUDSON-ESSEX**World's Largest Selling "Sixes"****Quality Gave Volume and Volume these Amazing Prices**

Years of brilliant advancement in quality have given Hudson-Essex a leadership everyone knows and acknowledges.

It has given them the world's largest volume of 6-cylinder cars.

And to buyers, amazing price advantages, passed on from unequalled volume economies.

Yet it is not price, but popularity of the finest quality ever produced by Hudson-Essex, of famous Super-Six performance, reliability and fine appearance that motor dom recognises as the World's Greatest Values.

To all who know the facts it is the supreme type among "Sixes." In Essex, it brings the quality, performance and reliability of finest "Sixes" within reach of all.

World's Greatest Value**ESSEX COACH \$2,000 HUDSON COACH \$3,000**

Hudson Brougham \$3,600 Hudson 7-Pass. Sedan \$4,000

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road - - - - Happy Valley.

Telephone Central 1246 or 1247.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

EXTERNAL GAS LEAKS.

Gas Leakage into and out of engine cylinders and piping is met with in three general forms, viz.: Escape of gas while under compression in the cylinders; escape of burned gas from the exhaust system, and the entrance of stray air into the intake system. Leakage of any of these kinds gives more or less serious trouble and one has to be on the watch for it, be able to determine its nature and locate it.

Compression Leaks.

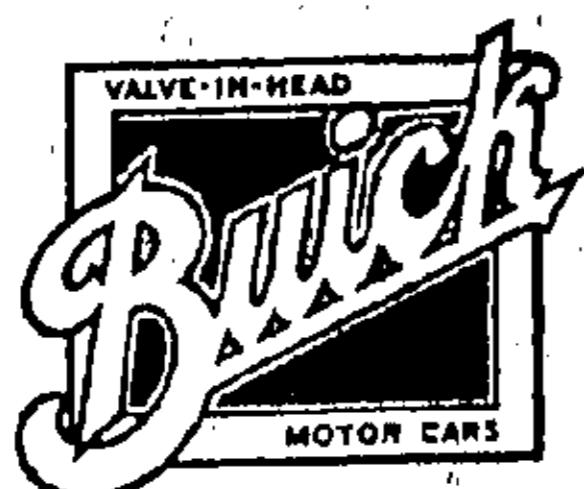
Internal escape of gas past imperfectly seated valves and badly fitting piston-rings account for nearly all loss of compressed gas, but still there may be quite a bit of external leakage around spark-plugs, priming cocks and the valve-caps, of old type engines, without detachable cylinder heads. To find it, flood the joints where leakage can occur, with engine oil from a squirt can, when the points

of escape is run. Leaks of this class not only make hissing noise and represent a loss of unburned gas and power, but if gas can be forced out through them, air can be sucked in through them. Such sparkling leaks often cause misfired explosions. Compressed gas may escape to the open air past a loose or damaged cylinder head gasket, and such leaks can be demonstrated and located by the oil method above described. A compression leak into a water jacket space may be assumed if, when the engine is hand-cranked, there is a bubbling of gas out of the radiator filler opening.

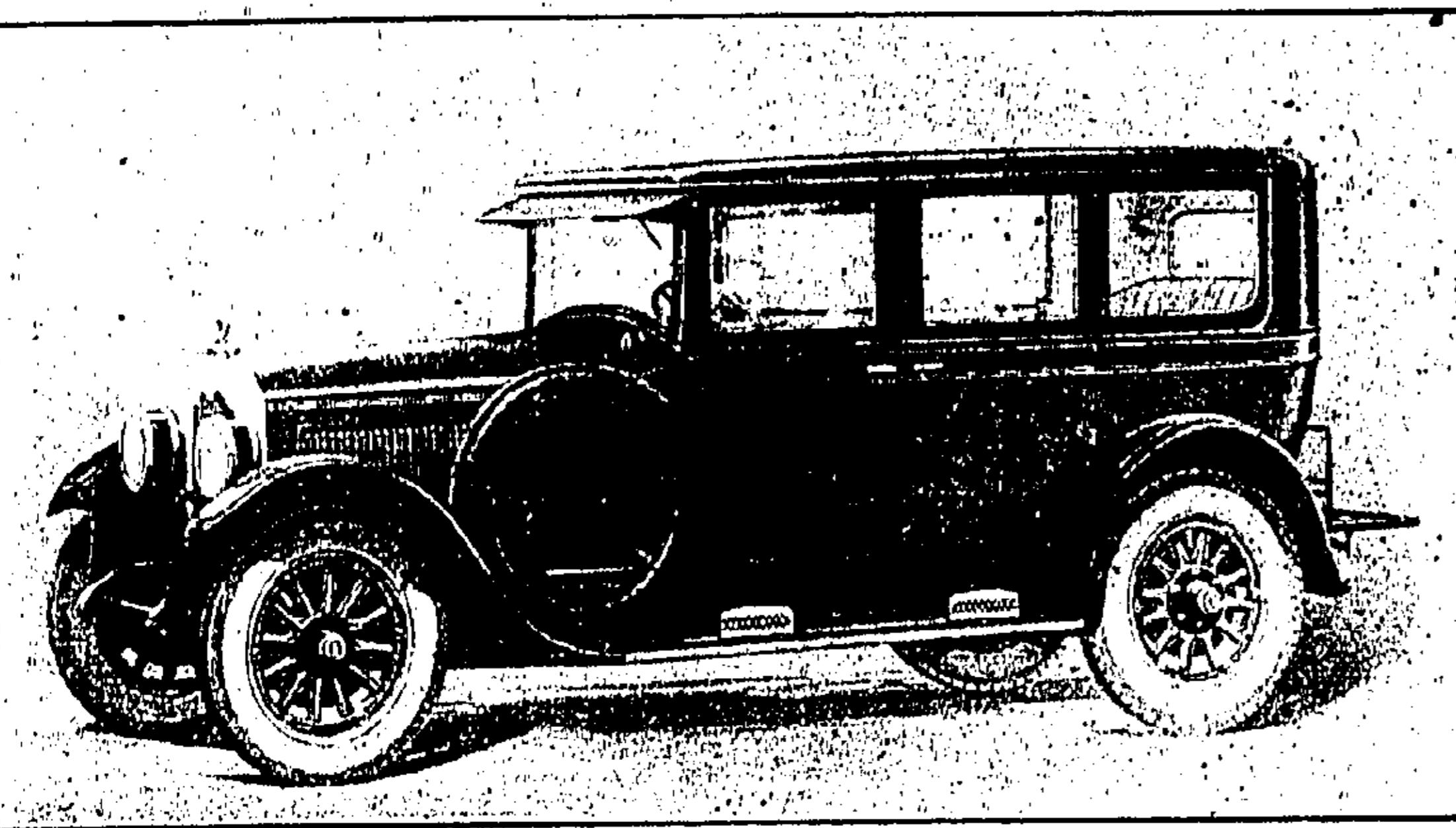
Exhaust Leaks.

Disagreeable odors, possible danger to health and annoying hissing sounds result from leaks

When you see
the Maple Leaf



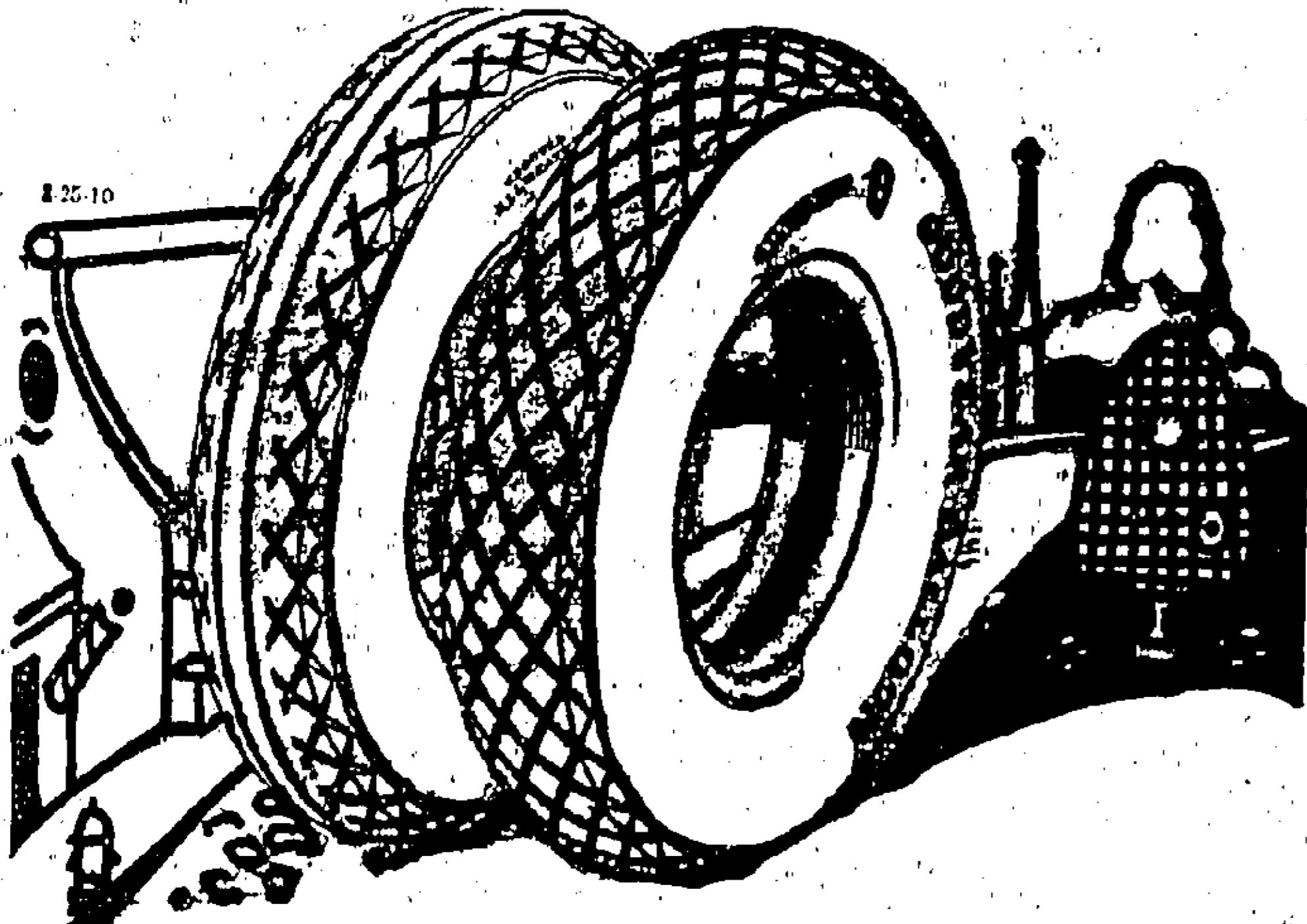
— it Means
British and Best!



Buick Designed—Buick Built—Buick Powered, with Ample Room for Seven.
A BRITISH EMPIRE PRODUCT TO BE PROUD OF

Sole Agents:

The Hongkong & Kowloon Taxi Cab Co., Ltd.
33-35, Des Voeux Road, Hongkong.



The Strength to Give Miles

To meet that constant need to flex and flex, to take those sudden shocks and jars evenly and easily on low air pressure, the need is for a supremely strong and flexible body.

SUPERTWIST, the newly discovered cord material used exclusively in Goodyear Balloon Tyres, has proved in actual tests, that it far outstretches, far outflexes, far outwears, all other cords.

Next Time Buy

GOOD YEAR
BALLOON TYRES

Made with SUPERTWIST

DISTRIBUTORS

ALEX. ROSS & CO. (CHINA), Ltd.

BANK OF CHINA BUILDING, HONGKONG.

in the exhaust piping and these can be developed by making the exhaust smoky with kerosene, then loosely closing the final exhaust opening and noting where smoke escapes, when the engine is run. Any of the gasketed joints may leak or there may be a split somewhere in the pipe.

Intrusion Of Air.

There is a strong tendency for air to be sucked into the intake at any leak-point between the throttle and a cylinder that is taking gas. The more nearly the throttle is closed the greater this tendency and therefore air leakage makes starting and steady running at low speeds very difficult. To locate air leaks, set the engine idling, soak a piece of waste with gasoline and hold this closely around each place where it may be suspected that stray air can enter; such as the carburetor flange, intake pipe flanges, the throttle shaft and inlet-valve stem guides. If the engine speeds up when the waste is pressed around any of these points there is an air leaking in thereat, which has taken up enough gasoline to increase the charge fired and raised the speed.

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference.)

This Engine an Oil Waster.

Question: I have to fill the engine of my car with oil every 100 or 150 miles and it will hardly hold the thinner grade of oil used in winter at all. There is an escape past the felt washer around the front end of the crank-shaft, where it goes through the timing gear case, because this washer falls to pieces after a very short time. The labour entailed in replacing it, is rather costly. What can you suggest?

Answer: Is the shaft roughed up or out of true where it passes through the washer? Is the washer retained out of centre with the shaft? These defects may make the felt give out prematurely. Perhaps a better form of retainer could be used, that would support the felt more effectively and, possibly, a retainer that would carry a thicker washer might give better results. We suggest that you take this matter up with your service station or direct with the manufacturer. Of course, if your engine has a continuously smoky exhaust, there is much oil-waste past the pistons. There may be other oil-leaks. Try running the engine idle at a good speed, when it is hot, and watch for oil droppings on the floor under it.

Question: Although I have just installed a new battery, the starter of my Ford will not start the engine on cold mornings and does not seem to be strong, but after the engine becomes heated, it works perfectly. Would new wiring remove this trouble?

Answer: If the starter works all right after the engine becomes hot, we cannot see there is any reason to have it rewired. Is your trouble that the starter will not turn the engine over as fast as it should on cold mornings, or is it that it turns it over at a good speed but without the cylinders firing? If the former is the case see if you cannot use an engine oil which will not stiffen so greatly with cold, make sure that all the connections in the starter circuit are tight, that the starter-switch contacts are clean and that the commutator and brushes of the starter-motor are in good condition. If the latter is the case make sure that the carburetor-choke close tightly enough, that the commutator is oiled with kerosene-oil mixture, that the sparking-plug points are set right and that the magneto is not weak. Try putting a little gasoline into each cylinder before starting.

GOOD BUSINESS OUTLOOK.

Leaders in the automobile industry predict a huge development of the industry in 1926. It is expected that business conditions will be even more favourable during the coming year than they were in 1925.

BATTERY RECORDS.

Some western motorists are reporting unusual service from their automobile batteries. Several claim that the batteries have stood up for 30,000 miles of practically continuous riding.

BRITAIN LEADS IN CAR VALUE

The New **MORRIS**

REGISTERED TRADE MARK

Programme

REDUCED PRICES

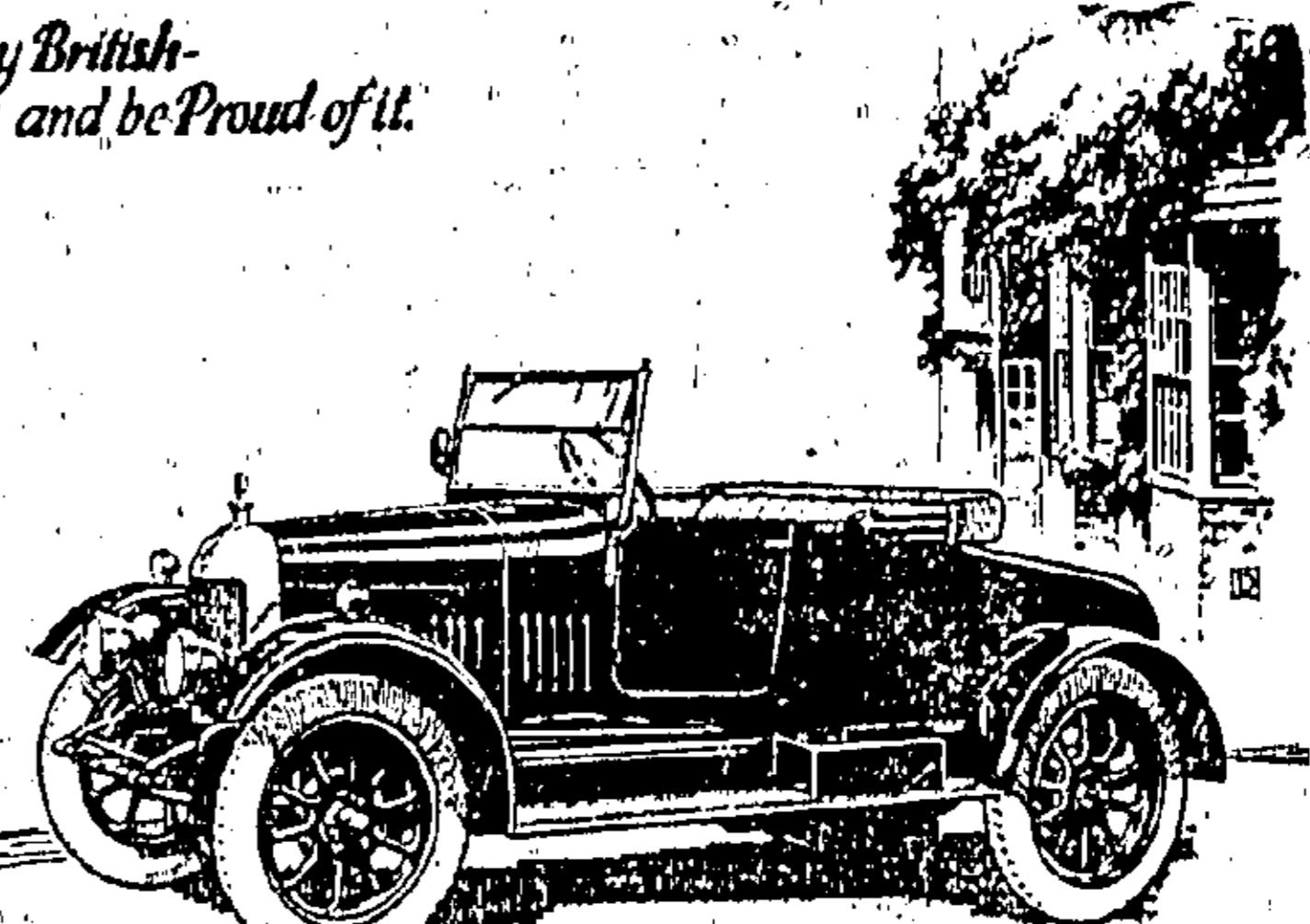
BETTER CARS

FOR the season commencing September 1st, 1925, MORRIS MOTORS, LTD., who make more and better cars than any other British manufacturer, announce the following important improvements in their cars—

1. The provision of four-wheel brakes on 11.9 h.p. Morris-Cowley models.
2. The fitting of reinforced balloon tyres on all models.
3. The provision of dipping headlamps on Morris-Oxford cars.
4. Thermostatic control of engine cooling on Morris-Oxford models.
5. Important detail improvements, especially in the coach-work of all models.

Additional to these items none of the features that have made Morris Cars so overwhelmingly superior during the past twelve months has been omitted. Instead, still better cars are being offered at still lower prices.

buy British
and be Proud of it.



The new Morris-Cowley Two-seater. *Finest motoring value in the world.* Complete with four-wheel brakes, Lucas 12-volt lighting and starting equipment, inter-cooler, Gabriel Rebound Shockers, spring guides, and many other features too numerous to mention at the price at which it is now offered.

Call and see these models either at our showrooms or the showrooms of our Authorized Sub-Dealers mentioned below.

The Hongkong Hotel Garage

THE HONGKONG & SHANGHAI HOTELS, LTD.

Showroom Tel. C. 4759

Garage Tel. C. 4602



A Heavy Duty Tyre for Continuous High Speed

The Firestone Heavy Duty Pneumatic for Lorries and Buses is built extra size and Gum-Dipped for extra strength. This Firestone process insulates every fibre and cord with rubber, thus reducing friction—keeping these big tyres cool in hard service.

wearing rubber compound as the tread.

Centre rubber strip increases mileage by aiding balance in design and preventing strain on the carcass and cushion.

Improved non-skid tread gives unusual traction. The side walls are of the same tough, slow-

Other Firestone features further contribute to safer and more economical bus transportation and highway haulage.

MOST MILES PER DOLLAR

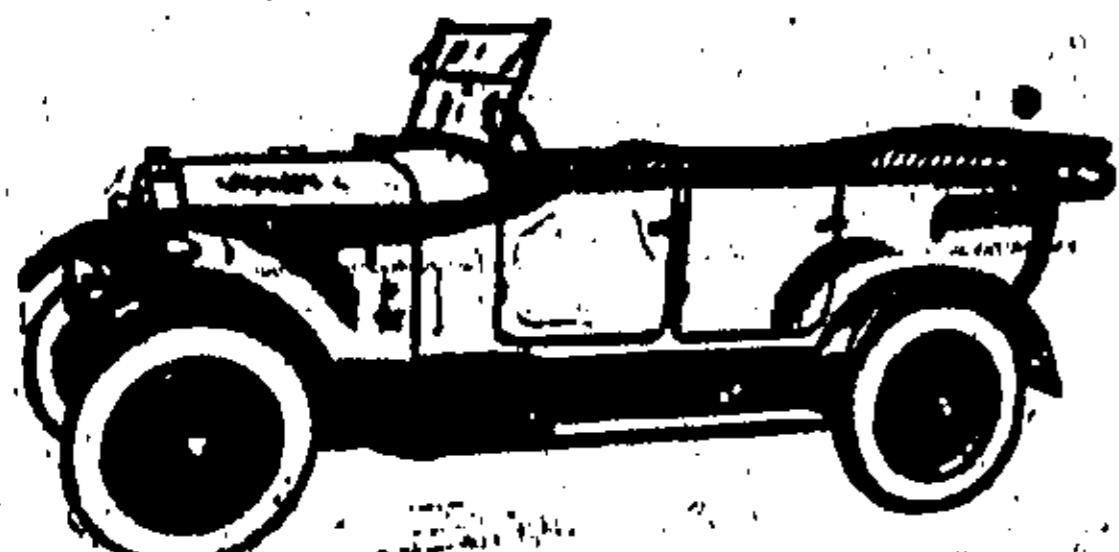
Firestone

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD, HAPPY VALLEY

19 SINGER 26

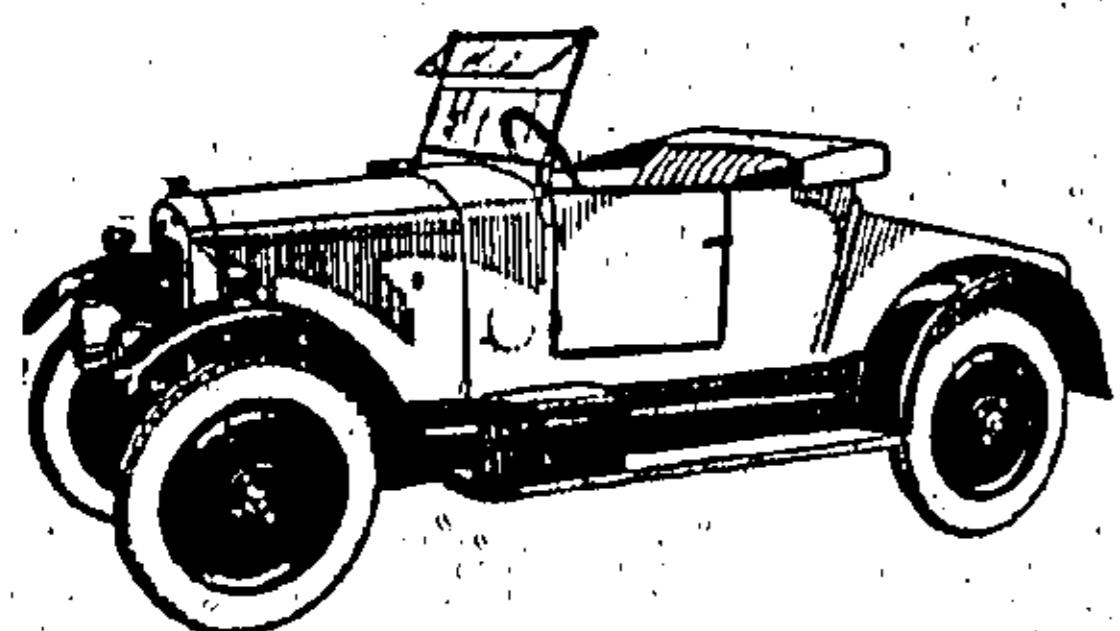
Specially Geared for Hongkong

The 1926 Singer represents the highest standard of British Motor Car Engineering—a standard which guarantees that every purchaser acquires a car made to last.



FOUR SEATER "DE LUXE"

\$2,200

British Throughout

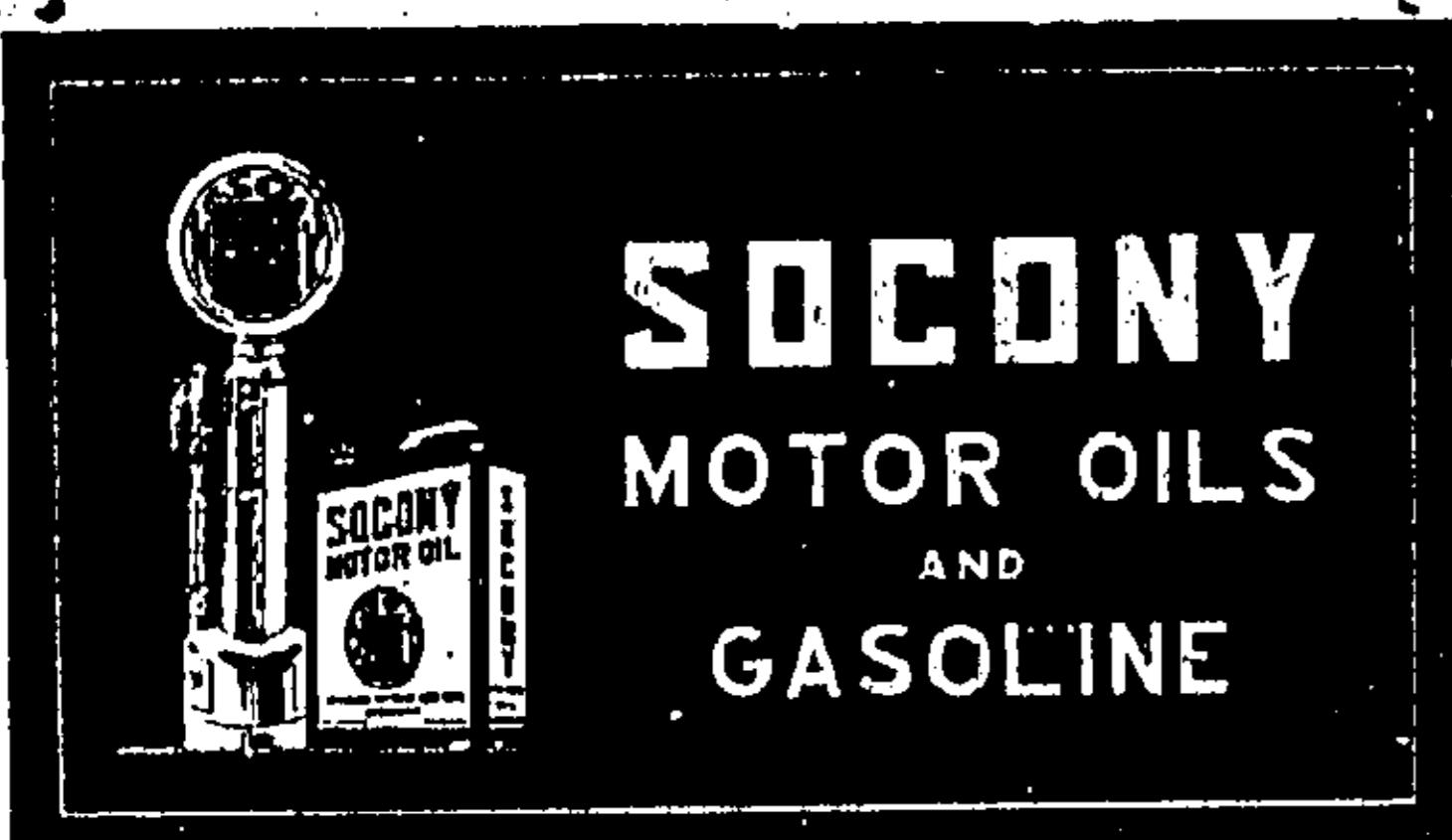
TWO SEATER "DE LUXE"

\$2,200

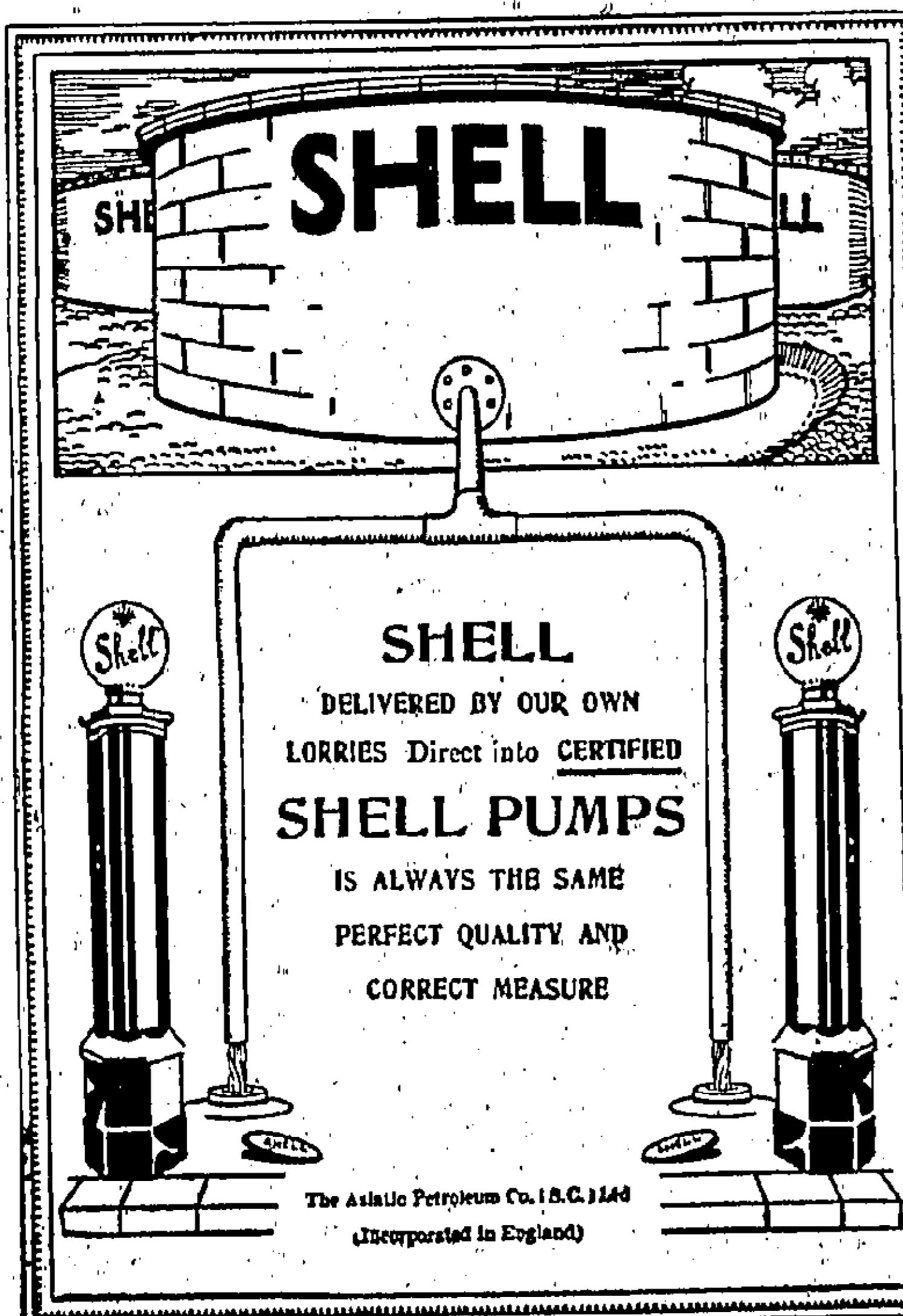
Equipped with overhead valves, four wheel brakes, automatic windscreen wiper, pneumatic upholstery, Dunlop reinforced balloon tyres, complete all-weather equipment, large radiator, etc.

For Full Specifications and Particulars apply to:

GILMAN & CO., LTD.
HONGKONG BANK BUILDING.



SOCONY
MOTOR OILS
AND
GASOLINE



SHELL
DELIVERED BY OUR OWN
LORRIES Direct into CERTIFIED
SHELL PUMPS
IS ALWAYS THE SAME
PERFECT QUALITY AND
CORRECT MEASURE

The Atlantic Petroleum Co. (B.C.) Ltd.
(Incorporated in England)

MOTOR CAR REGISTRATION.

(By Israel Kiehn for
The Hongkong Telegraph.)

Automobile registration was introduced primarily as a revenue measure.

It has become of increasing benefit, however, in tracing stolen cars, running down criminals, getting appropriations for highways and in guiding automobile makers and dealers in the distribution of their cars.

Yet complaint is made that the figures compiled by the various states are inadequate and misleading. Some of the flagrant errors in registrations are pointed out by John W. Scoville of the Chrysler Motor Company.

Registration, he points out, is the counting of all licences issued by the state. Yet, he says, "it is not certain that all license plates issued by a state become attached to an automobile. Some plates are lost, misplaced or destroyed. Some owners fail to get new license plates."

"Many automobiles are registered in two or more states. Many cars registered in the year are destroyed before the end of the year."

Big Difference.

So Scoville concludes counting the number of cars in a state by the registration system is highly erroneous.

A company starting sales in 1924 took note of the number of cars it sold in the various states and tried to check it up with the state count of its cars for that year. Eight states reported a count of only 25 per cent. of the cars sent to those states.

Adding about 15 per cent. for cars still held by dealers, this leaves 60 per cent. of the actual factory sales in those states unaccounted for, so far as the official state counts are concerned.

Total registrations at present are obtained in one of two ways:

1. By counting the number of license plates issued by the state.
2. By counting the names of automobile owners as furnished by companies that supply mailing lists.

Inaccurate Method.

Both are inaccurate, Scoville points out. Reasons behind this are many. States headquarters may get a delayed report of car sales, because local officials hold up license fees and records.

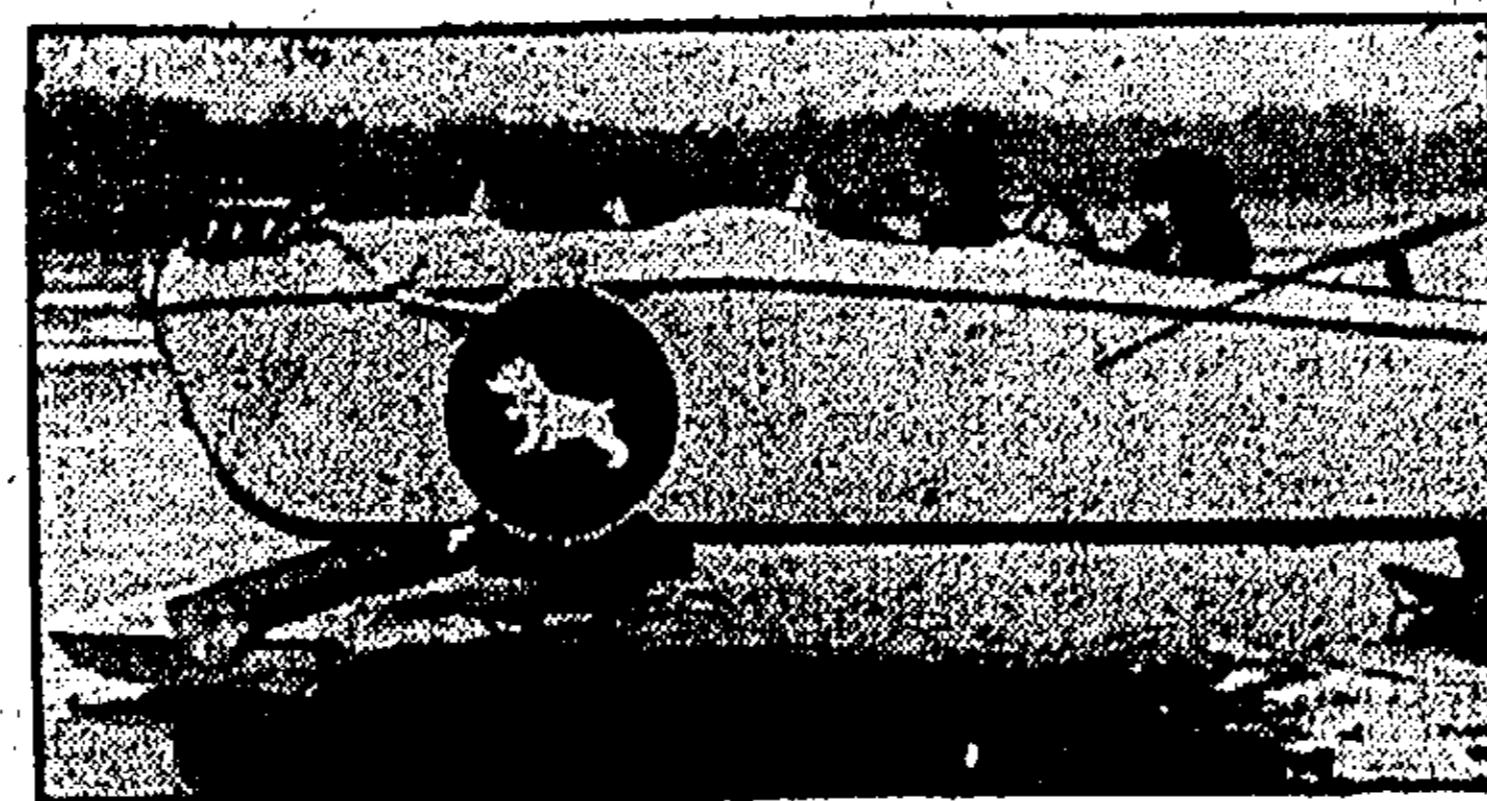
In many states, the license doesn't show whether a new or a used car was registered. In others, cars are driven with old license plates.

In four southern states, the new car registrations reported were more than 30 per cent. below the number of actual new car sales. In other states, the new car registrations reported were above actual sales. This is because cars bought in one state are registered in another. Many cars bought in New York, for instance, are registered in New York.

The result is a misleading source of information to car distributors, who depend on registration figures to tell them how state sales go. And information obtained from this source for police benefit is also unreliable.

STEERING ADJUSTMENTS.

When adjusting the steering gear, allow a little play to prevent its binding and to relieve the arm from vibration and road shocks. One inch travel of rim on the steering wheel is about right.

SPEEDY ICE BOAT.

This ice boat, built by George F. Mox of Dayton, O., is capable of a speed of 90 miles an hour. The boat is built on the lines of an airplane. A motorcycle engine operates a four-foot propeller. The boat is comfortable and safe and will float in water.

THE SMALL CAR IN AMERICA.

A REVAMPED AUSTIN SEVEN.

Little motor cars on wheelbases ten inches shorter than the Ford and capable of giving 50 to 60 miles on a gallon of gasoline will be introduced to America by Detroit manufacturers soon after the new year. It may be possible that some of them will be exhibited for the first time in the national automobile shows at New York and Chicago. This development follows certain predictions made earlier in the year that the automobiles of the future would steadily decrease in size and eventually bring Americans to using care about the size of a small kitchen table. This, of course, is the European idea which the United States is going to copy and to that end Continental Motors Corporation has imported from England a standard model of the type of small or "bug" car widely used in Europe, and contemplates designing engines which will go into smaller cars for this country.

This car is the "Austin," which has been found best adapted to resigning for use there. Such cars, it is pointed out, will be built and marketed there chiefly for city or interurban driving over smooth paved roads and they will be two and four-passenger jobs.

The makers who will introduce them calculate that the "Bug" cars will fill a distinct niche in motoring service for city-dwellers:

First: Because of fuel economy.
Second: They can be parked in a 90-inch space.

Third: U.S. cities are now practically all paved; so much so that there is a new field for runabouts of a smaller and more refined type.

These new runabouts, or "bug" as they have been called through their diminutive size, will be exact miniatures of the larger cars that we are familiar with. Most of them will be closed jobs and their body lines will be every bit as snappy as those of the larger models. They will be equipped with baby balloon tyres, disc or wire wheels, gear shift, instrument board, head lamps, four-wheel brakes, and practically every standard accessory now in vogue.

The general appearance, size and fittings of the baby cars will be such as to make them appeal directly to the youth of the land and the probability is that both sexes of "flappers" will develop a national craze to own and run them.

NEW AIR SERVICE.

A new air passenger service has been opened in Germany between the great industrial district of the Ruhr and Munich, with an intermediate stop at Frankfort. Connections will be made with the Cologne-London service in both directions.

MANY ARE CARELESS.

Sixteen out of every hundred motorists cross railroad tracks without looking to right or left. This is the conclusion of the department of safety of the Baltimore & Ohio Railroad, which has just completed a nine-months' survey of grade crossings.

"Send One Over"

A solid trainload of 104 Graham Brothers Trucks was shipped recently to six Dodge Brothers Dealers in the State of Florida, U.S.A. Ten days after arrival every truck had been sold—and more were on the way.

Similar shipments in varying quantities have recently been forwarded to China, the Philippines, India, Australia, South Africa and South America.

All these constitute an exceptional record—but this record illustrates an important point.

Business men all over the world need no longer feel that they must devote valuable time to investigation of trucks before making their choice.

The remarkable record of Graham Brothers Trucks in practically every country has reduced an important buying problem to the simple expedient of asking the Dodge Brothers Dealer to "send one over."

THE DRAGON MOTOR CAR CO. LTD.

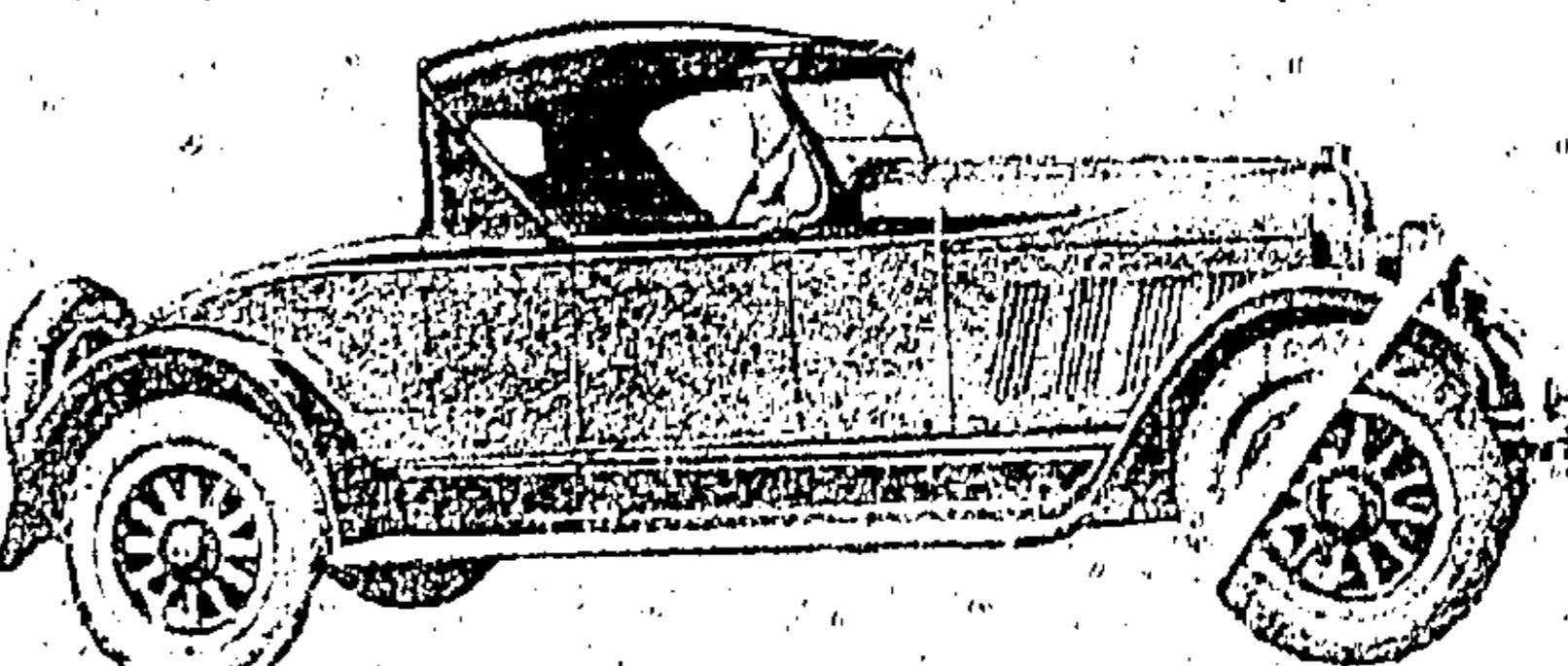
33 WONG NEI CHUNG ROAD, HAPPY VALLEY TEL. C 1246 or 1247

GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS DEALERS EVERYWHERE

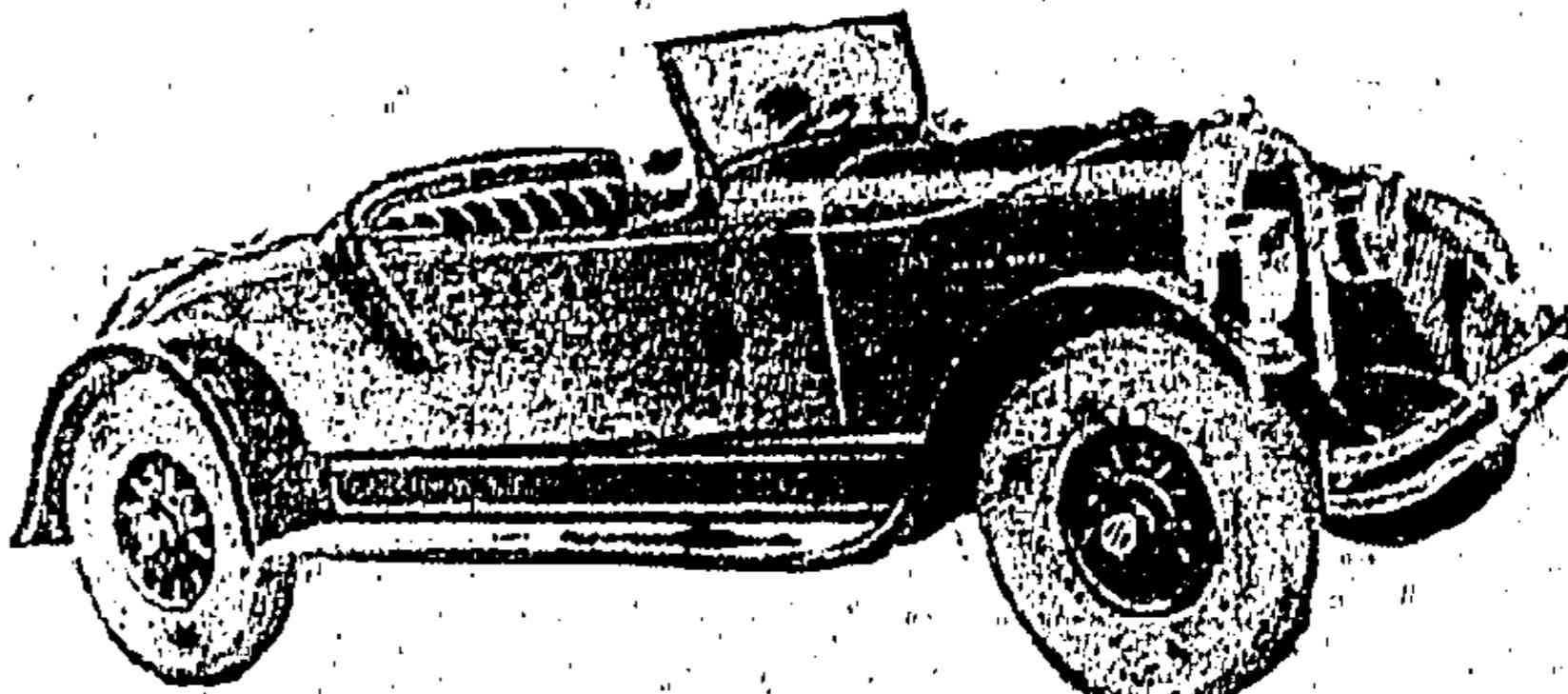
AUBURN

THE 8-88 ROADSTER



The "pleasure" car of the Auburn line. A run to the Club—Shopping tour or pleasure trip. Large comfortable seat in rear deck, entered through door, eliminating necessity of performing acrobatic stunts to get into and out of this seat. This door gives convenient access to rear compartment for golf clubs, packages or luggage when seat is not in use.

THE 4-44 ROADSTER



Same body design as the model 8-88 Roadster with same conveniences. Upholstery of brown Spanish leather. Snap and pop to satisfy the most exacting demands on a real "pleasure" car. Looks that make it the centre of many eyes wherever it is parked. Not a pocket edition but a real car the same as the other 6-Sixty-Six models. 120" wheelbase.

**SALE AGENTS FOR SOUTH CHINA
UNIVERSAL AUTO SUPPLY CO.**

Inspect our large stock of Motor Accessories and Spare Parts.
Sole Agents for Indiana Trucks.

FIRST FLOOR ASIATIC BUILDING. TELEPHONE C. 4915.

TAXATION METHODS.

THREE SUGGESTIONS.

A flat registration tax.
A gasoline tax.
A weight tax.

These are the only three methods of taxation by means of which states should collect money from motorists for the development of their highway systems, says Mr. A. J. Brosseau, member of the taxation committee of the National Automobile Chamber of Commerce, New York.

Mr. Brosseau's opinion is that of the entire committee, and is based on a formula that has been based on the use of and the demand made upon the highways.

"A flat registration tax," Mr. Brosseau says, "is advocated to defray the cost of administration of the highway department and for the privilege of owning an automobile, which carries with it permission to use the highway."

"To measure the use of the highway, we have to reckon with not only the floor space occupied by an automobile not moving but the distance covered by it. All admit that if the distance travelled is to be one of the elements in the formula, a tax on gasoline is an equitable one."

"In determining the amount of tax to assess for the 'demand made upon' the highway, it is generally admitted that a graduated weight tax is equitable. This tax should be small in amount on light cars, somewhat higher on heavier automobiles and still more on heavy trucks, equipped with solid tyres."

In addition, Mr. Brosseau declares all special taxes on automobiles should be voted to highway purposes.

"And, to make the system of collection simpler, only the state should be the taxing agency on automobiles."

World Leadership justifies

Still Lower Prices!

Graham Brothers announce a substantial reduction in the prices of their complete line of trucks and motor coaches, effective January 7th.

NEW PRICES

1-Ton Chassis-BB	\$ 975
1½-Ton Chassis-OB	1245
2-Ton Low Chassis-MH	1295
2½-Ton 152" Chassis-FB	1315
3-Ton 152" Low Chassis-LB	1365
3½-Ton 129" Chassis-EB	1415
5½-Ton Bus Chassis	1575

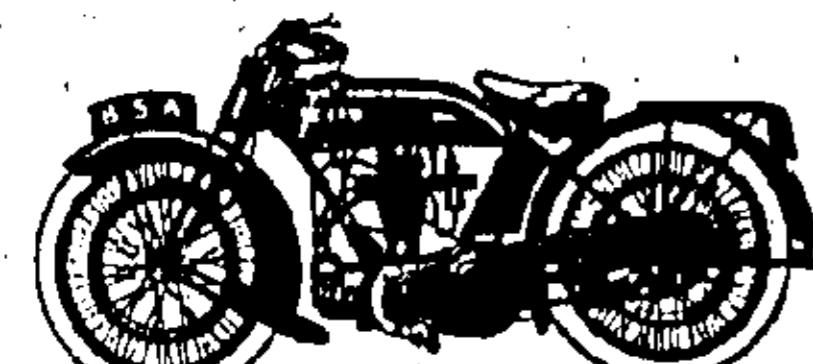
I. C. B. Detroit

This is their third reduction in eight months. It brings the price of their product far below any truck of comparable merit.

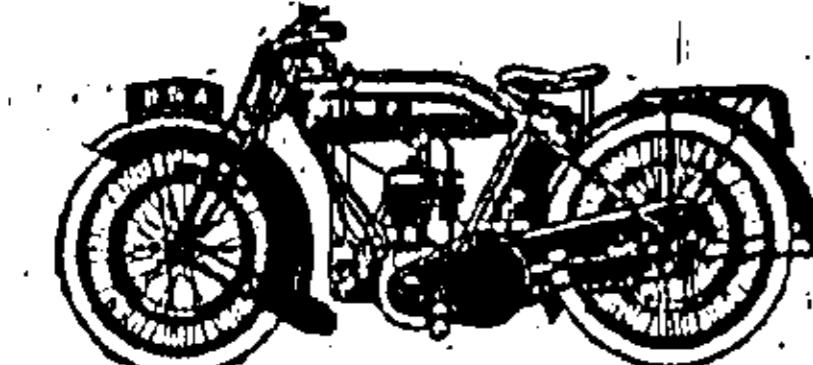
Large production justifies low prices. Graham Brothers are the largest exclusive truck manufacturers in the world.

The Dragon Motor Car Co., Ltd.
3 Wong Nai Chung Road, Happy Valley
Telephone C. 1246 or 1247

GRAHAM BROTHERS
TRUCKS Sold by DODGE BROTHERS DEALERS EVERYWHERE

B. S. A.
MOTOR CYCLES

Famous For Reliability and Economy



Full Particulars from the

Sole Agents:

THE SINCERE CO.

CELLULOSE CAR FINISH.

FEWER SCRATCHES.

[BY CAPT. E. DE NORMANVILLE IN THE "DAILY CHRONICLE"]

Most motorists are interested in anything that saves the owner-driver time or trouble in the maintenance of the car.

The new cellulose finish is one of the most interesting labour-saving devices, and an informative paper was read on the subject the other day by Mr. W. Fletcher Starkey.

Cellulose enamel, Mr. Starkey explained to the members of the Institution of Automobile Engineers, is obtained by treating cotton fibre. The two most common forms are those treated with either acetic or nitric acid.

That operation produced a soluble form of cotton—or, as it is now called, "cellulose." Nitro-cellulose is the raw material forming the base of the enamel.

There are several suitable solvents for this material, usually alcohol treated with acetic acid, and this produces "the dope"—a strong, water-white sweet smelling liquid.

To render this fluid elastic for coachwork treatment such materials as camphor or castor oil are added. To render it sufficiently adhesive, suitable gum resins are used.

THREE COATS.

The car body has to be entirely free from grease or rust in any form, and the filling in and rubbing down processes are the same as for ordinary painting and varnishing. After this, a final preparatory wipe over with a cleaning solution is desirable.

The next step is to apply the enamel, of which three coats are necessary, all being given by means of a spray pistol. These coats dry in 30 minutes, and are hard in an hour.

Two hours is quite adequate to allow between the coatings, so that the three coatings can be done in one working day. The complete job takes a week: first day priming; second day, stopping; third day, rubbing smooth; fourth day, applying the under-coat; fifth day, the three coats of enamel; sixth day, polishing up.

Though the cellulose finish has less gloss initially than varnish, it improves steadily with cleaning and rubbing, is more easily cleaned, and is to a large extent impervious to scratches. By comparison with ordinary varnish, about 25 per cent. more cellulose is necessary to "paint" a given car.

GOOD ROADS IMPORTANT.

Improved highways have a great influence on travel. Figures compiled by motor clubs show that auto traffic follows good roads. A new road opened up always attracts a large number of motorists.

FORD'S SHIPS.

SCRAPPING COMMENCES.

The first of the fleet of 109 ships purchased by Henry Ford from the United States Shipping Board to be scrapped for the manufacture of Ford products, reached the River Rouge plant of the Ford Motor Company Thursday, Dec. 17th: Hitched to a snorting tug, the big steel freighter slowly breasted the choppy water of the Detroit River and finally dropped anchor in the Rouge slip, its last voyage completed.

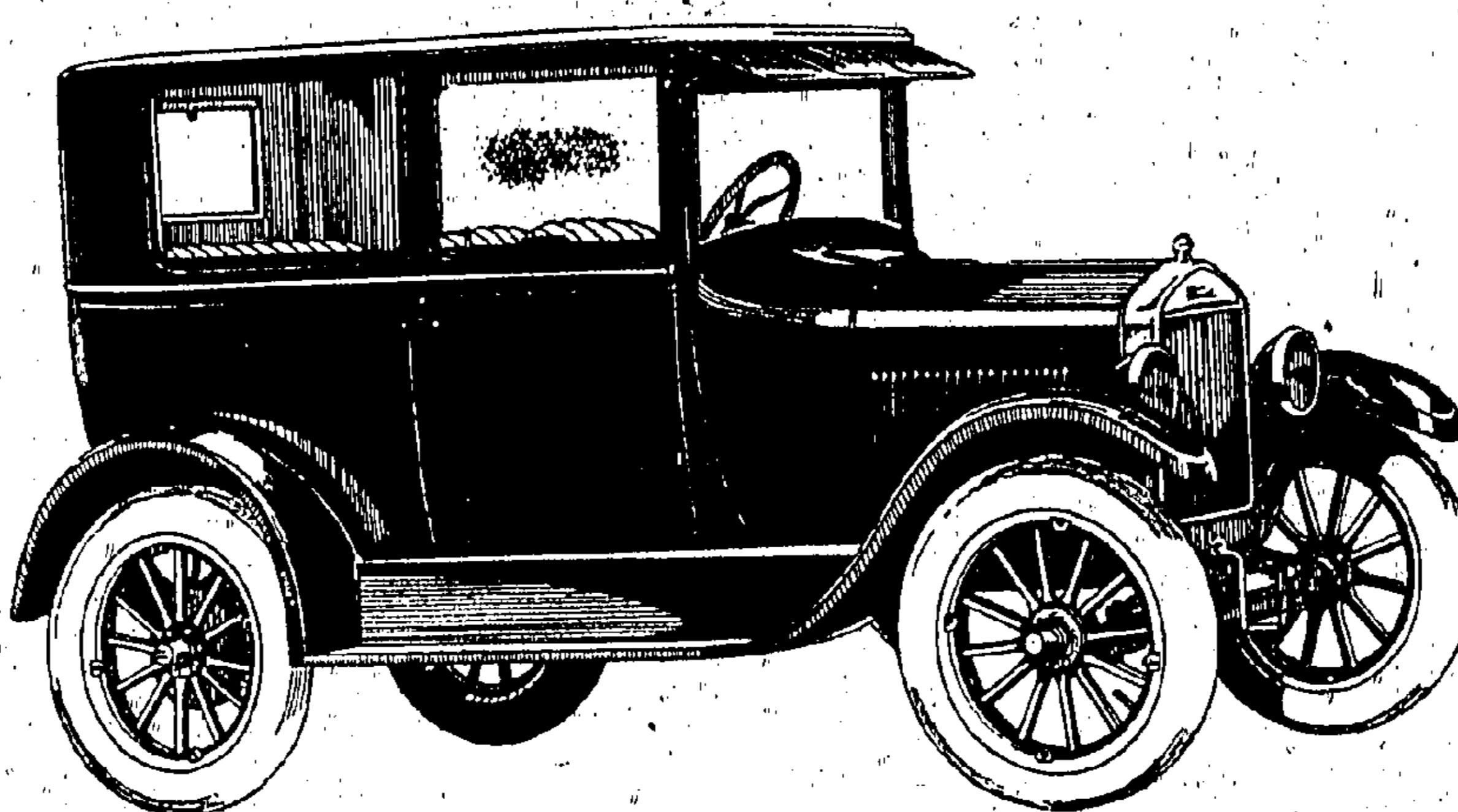
The ship—Lake Fondulac—barely escaped the grip of winter all the way along the route to Detroit. In the St. Lawrence River it was necessary to plow lanes through the fields already formed and the ship with its tug passed through the Welland Canal on Dec. 15, the day before the canal was closed for the winter. On the high sea, gales buffeted the staunch tug and its helpless burden. On three occasions all wireless communication was destroyed and the Balmamp—one of seven sea-going tugs also purchased by Mr. Ford—was forced to seek the protection of Atlantic harbours for its charge.

Eleven men were carried by the Lake Fondulac on its trip to the River Rouge and the tug was manned by a crew of twenty-three. The vessel to be scrapped is of 3,600 tons cargo capacity; 436 feet long with a beam of 43.6 feet. Upon its arrival at the Rouge plant, it will be dismantled and all boilers, pumps and other useable equipment salvaged. The remainder of the ship will be scrapped, its steel to be used in the manufacture of Ford cars and trucks and Fordson tractors.

Although the vessel is incapable of motion under its own power, one boiler was kept fired all the way to Detroit to provide steam for operating winches, windlasses and for steering.

Created on the Great Lakes for service on the high seas, the Lake Fondulac comes back to the Great Lakes to be scrapped for its steel—its longest ocean voyage probably having been made at the end of a tug's tow line. All winter, cutting torches will be busy at the River Rouge in an experiment by the Ford Motor Company to determine the best manner in which to dispose of the remaining ships of the fleet.

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So many new features have been added to the Ford that it is really a new car. With the lowering and lengthening of the bodies and the raising of the radiators and head lamps, the entire appearance of the car has been changed. Instead of the uniform colour of black, the new cars are finished in Carmen Lake, Moleskin Deep Grey or Tartan Green. The seats are set farther back, lowered and redesigned for greater comfort. The gasoline tank is under the cowl, easier to fill and ensures an even flow. These are only a few of the many changes and improvements which make the Improved Ford a new car.

But all of the features which have made the Ford so popular in the past have been retained. It is still the sturdy and dependable car famous for its endurance and its economy of operation. And the prices have now been changed. See the new models at our showroom.

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NORTHERN CAMPAIGN.

SUGGESTED AID BY THE SOVIET.

It is reported from Canton that General Li Fook-jun, General Officer Commanding the 5th Army Corps, has been recommended by M. Lugarkoff, high adviser of Military Affairs to command the vanguard in the forthcoming Northern campaign.

As the 5th Army has not yet been brought up to the required strength, M. Lugarkoff says he will undertake to obtain the assistance of the Soviet to supply full equipment for one Division of men. In consequence, it is stated that when the Army Corps is brought up to the required strength and fully equipped, it will be sent on active service to Fukien.

BANK RETURNS.

THE LATEST FIGURES.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 28th February, 1926, as certified by the Managers of the respective Banks are:

Banks	Average Specie	Amount In Reserve.
Chartered Bank of India, Australia and China	16,609,297	5,300,000*
Hongkong and Shanghai Banking Corporation	51,058,714	41,000,000*
Mercantile Bank of India, Limited	1,520,917	550,000\$
Total	86,188,928	46,850,000

*In addition Sterling Securities deposited with the Crown Agents valued at £1,197,700.

**In addition Securities deposited with the Crown Agents and Straits Government valued at £1,108,037.

***In addition Securities deposited with the Crown Agents valued at £280,000.

An armed robbery is reported as having occurred this morning in the district of Shataukok. Police Headquarters are awaiting particulars.

The public is reminded that booking for "The Quaints" Musical Co., opens at Moutric's on Monday. The Company opens at the Star Theatre on the 19th instant.

Arrested in the act of breaking open the window, showcase of a printing shop in Hollywood Road, a Chinese was sentenced to one month's hard labour by Major C. Wilson at the Central Magistracy this morning.

THOUGHTS ON LENT.

By the Rev. G. R. Lindsay, M.A.

The keeping of a fast before Easter can be traced back to the Fourth Century, but it was not until the Seventh Century that forty days were fixed as a period for this form of self-discipline. These forty days are sometimes said to be in memory of our Lord's fast in the wilderness. This was not so at first, though it may have been later on.

In the book of Common Prayer, which was drawn up in 1662, Lent is included in a list of days of fasting. How the fast is to be observed is left to the individual conscience, and very wisely, because Christianity is a faith not of rules, but of principles, which each age and each individual must apply to the conditions of the time.

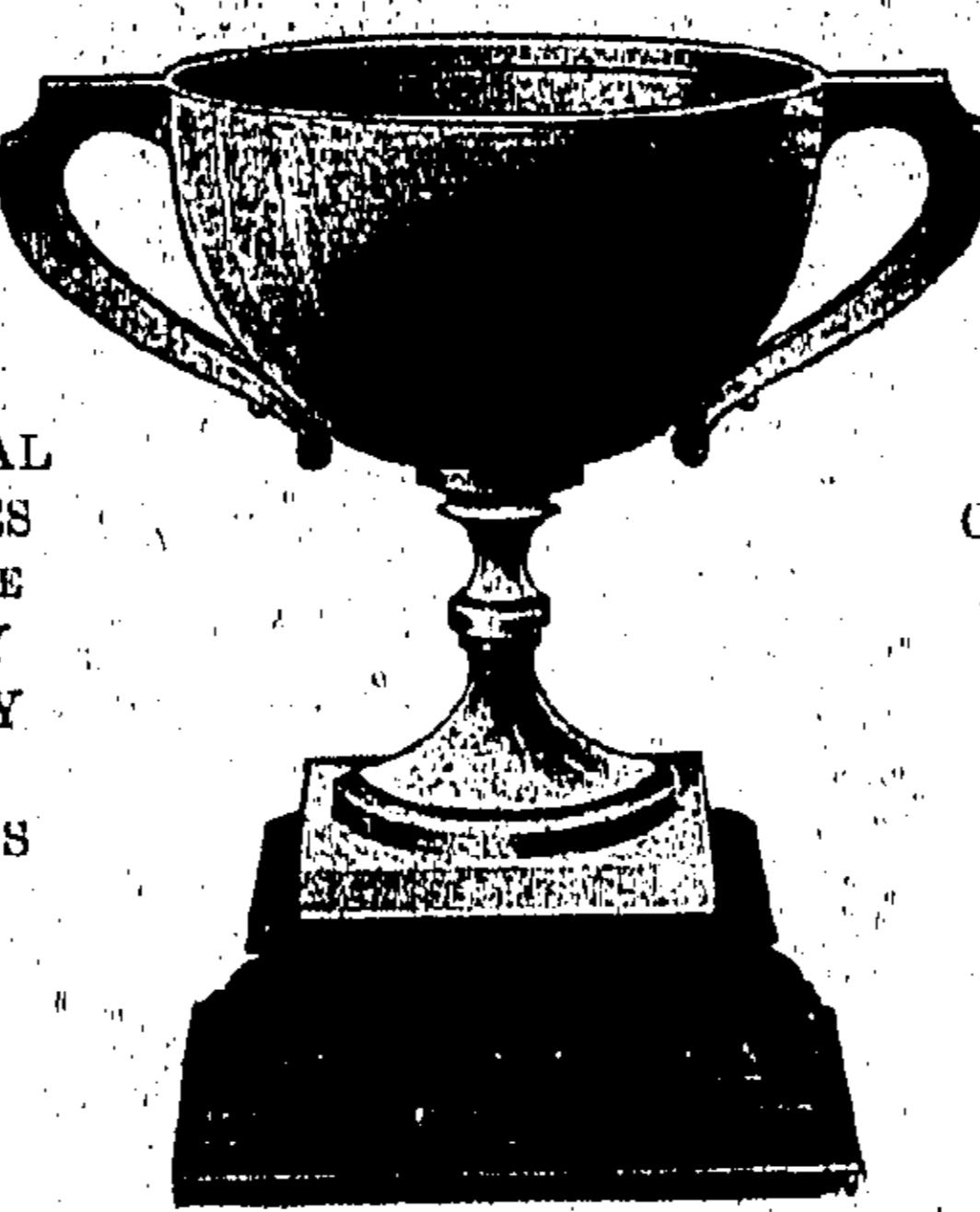
It is a remarkable fact that even the highly legal code of Judaism enjoined, but one compulsory fast. Our Lord certainly sanctioned the custom, and laid down certain principles to guide us. Fasting was to be observed cheerfully, unostentatiously, and was appropriate at certain periods only. He was no advocate of asceticism. He came "eating and drinking."

Fasting, as ordinarily understood, means abstinence from food and from certain forms of pleasure that appeal to the senses. It is believed that by abjection of the body, the spirit is strengthened.

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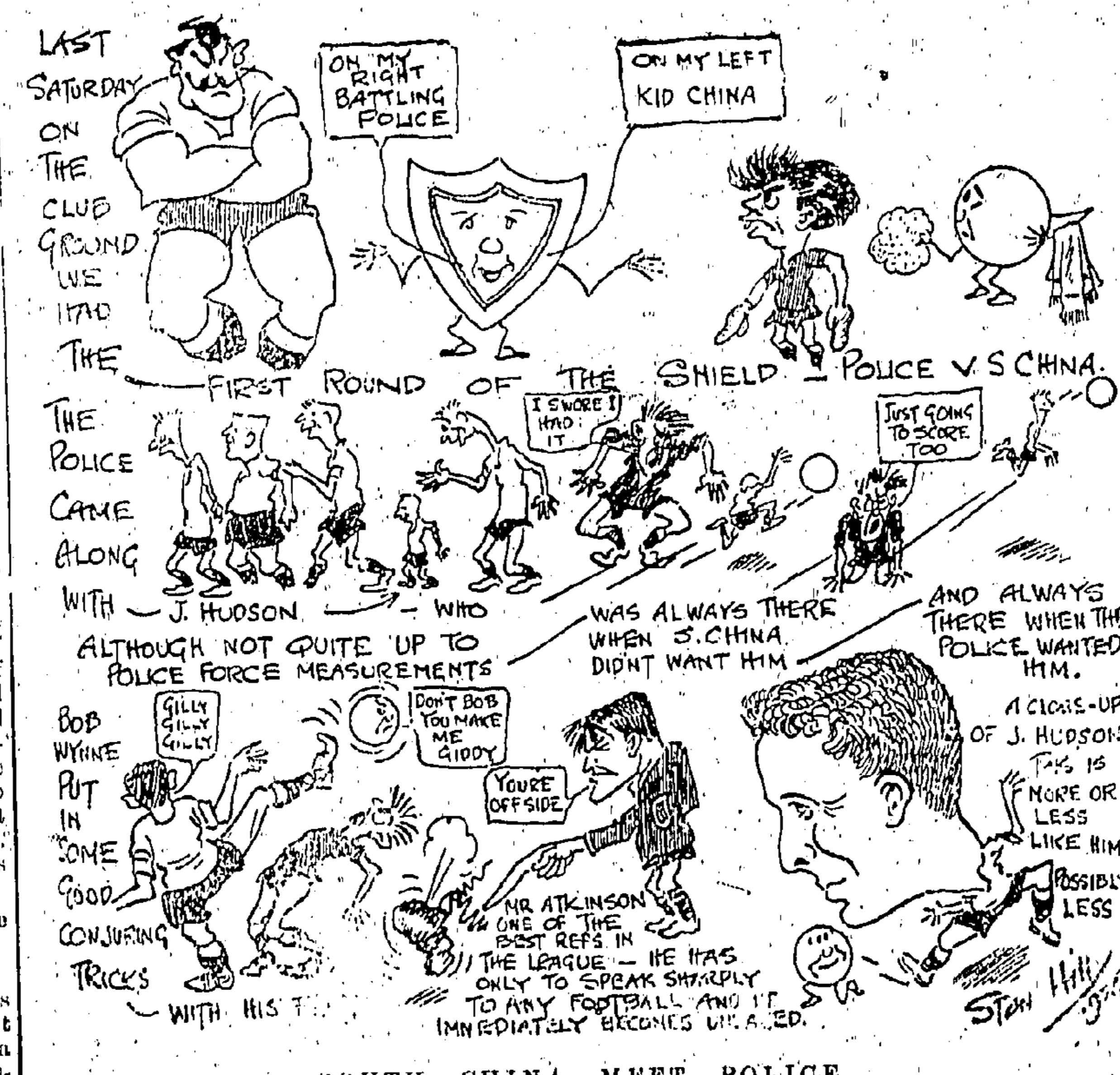
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CHINA'S CURSE.

THE UNIVERSAL "SQUEEZE."

Under the above headings, Sir Percival Phillips writes as follows to the London *Daily Mail*:

British trade in China is suffering from a variety of complaints, ranging from the disease of Bolshevism to civil war complicated by such characteristic Chinese symptoms as brigandage, blackmail, and the paralysis of railroads.

These interwoven enemies of foreign commerce are in themselves sufficiently formidable, but still more trouble looms ahead for the harassed British trader if his forecast of the new Customs regime proves correct. He sees himself at the mercy of an age-old power which has successfully defied all opposition—the traditional, all-pervading practice known as "squeeze."

Putting aside the "Die-Hards," who would maintain the ancient and obviously impossible relations with China which were established early in the last century, there remain a large body of sound, hard-headed business men who, while sincerely anxious for the re-organisation of these relations, so as to conform with the altered conditions of our times, see only disaster ahead if the present safeguards surrounding foreign commerce are swept away before China is capable of replacing them by an equally sound system of control.

And they ask pertinently, "How are you going to deal with the system of 'squeeze'?"

"Taking Your Bit."

"Squeeze" is known in Great Britain as illicit commission. In China it is a perfectly legitimate method of "taking your bit." Everybody does it. The house boy who runs the kitchen may be a paragon of honesty but on every purchase he gets his "squeeze"—paid by the purveyor. The minor magistrate who decides a lawsuit has his "squeeze," and no one thinks any the worse of him. On all Government contracts there are "squeeze," ranging from the fat cheque paid to the "man at the top" down to the handful of silver dollars arriving eventually in the lap of the foreman.

What is crudely described in Western countries as bribery is in China merely "squeeze." It is frequently blackmail as well. From time immemorial all State servants have taken their bit—often a good bit. Government revenue is a never-failing source of wealth. Taxes arrive so far, and often no farther, Peking is complaining bitterly at the present time that they never arrive anywhere.

Every local war lord is milking the territory momentarily in his grasp for as large a "squeeze" as the grasping merchants and landlords can be made to produce. Taxes have been imposed in some districts for 1930 in order to extract fresh "squeeze."

Foreign merchants know to their sorrow that it is only possible to get goods through to certain parts of the country by paying several sets of officials, thereby wiping out their legitimate profits. Fortunately the Customs Service has been freed from "squeeze" owing to the antipathy of Westerners to this form of livelihood.

If the Chinese Control Customs, what will happen when it is handed over to the Chinese?

Let the British business men in China answer in chorus:

"Squeeze" will be a rampant vice. Underpaid Government inspectors will be expected, as always, to eke out their salary by private pressure on trade. Fines, confiscation of cargo, interminable delay in shipment, vexatious inquiries—the methods open to agile Customs officials are innumerable.

"Pay or lose" will be the motto. It is manifestly impossible for any Central Government—provided there is one—to make "squeezing" a punishable offence, or to enforce such punishment if it did. Discrimination between nationalities will be inevitable. The country whose agents show the greatest willingness to be led will receive the lion's share."

The history of the Government-managed railways does not yield much comfort for foreign business men. It is a history of consistent "squeeze" resulting in the disappearance of revenue before it reaches Peking. Local Governor, and more latterly local bandits, have looted the system of receipts and refused to relinquish sufficient money to enable the lines to be kept in repair. "Armies" are transported free. The country is strewn with broken wagons and derelict locomotives.

ENGLISH POETRY.

BELGIAN PROFESSOR'S VERDICT.

"English poetry is the greatest poetry of the world, and Swinburne and Browning are the most interesting poets of the last half of the nineteenth century."

So declared Paul de Reul, professor of English philology and modern literature in the University of Brussels, in a lecture on "Swinburne" at Houston Hall, at the University of Pennsylvania.

Defending the English poet from frequent charges that he is "fleshy," Prof. de Reul declared:

"To me Swinburne seems to lack flesh, often instead of being fleshy. At bottom he often is too abstract, rather than too sensuous. There is in him a white heat and passion for beauty that purifies everything."

Swinburne's Animalism "Absurd."

"There is in Swinburne an animalism against the higher issues of the spirit," once wrote Edmund Gosse, author of what Prof. de Reul termed "the best biography of Swinburne."

"I quoted those words to Swinburne, on his seventieth birthday," related Prof. de Reul. "He burst into thundering, Olympian laughter."

"Now, isn't that too funny!" exclaimed Swinburne. "The accusation is so absurdly beside the mark! But—the wave of Philistines is retreating."

"Swinburne led a sensible campaign for the liberty of art—then threatened," went on Prof. de Reul. "Is the requisite of art to give no offense? Is the domestic circle to be the limit of art?"

"In no other poet does English seem to a foreigner so full, rich, pure and melodious as in Swinburne. Before him, English was inferior to German for poetry. It has too many monosyllables. English says love, dove, rose, sun, but German says liebe, taube, rose, sonne, and the extra syllable gives a natural rhythm. English is lacking in pure vowels—think of the word eat, for instance! Compared with Italian, English is crowded with an overgrowth of consonants."

"Swinburne's Glorious Music."

"But some English poets learned to put monosyllables in groups. And Swinburne disciplined the consonants by alliteration, using it so constantly that it ceased to seem artificial. His alliteration is a humming accompaniment to his rhythm. He ranks with Victor Hugo, Shelley and Goethe among the best rhythmists. In finer shades of music he is unrivaled save by Shelley. We can't do without Swinburne's glorious music—no more than we could do without Wagner."

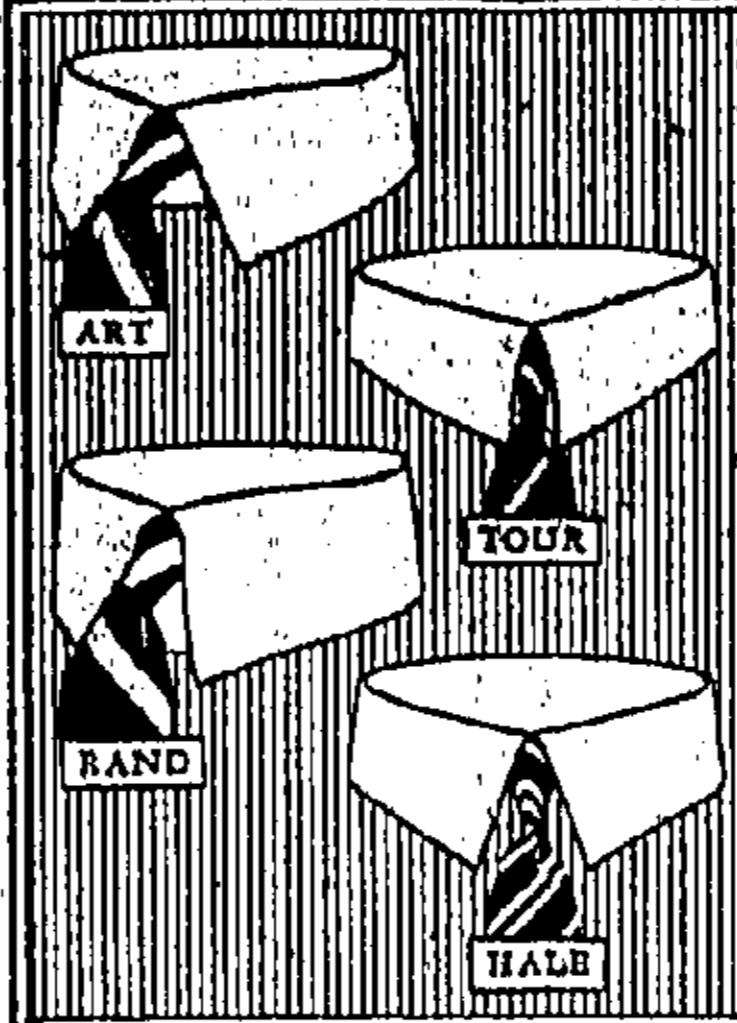
There are woes about being translated, declared Prof. de Reul:

"Once I wrote, in French," he said, "that Swinburne's high, bald forehead had 'the luminosity of alabaster.' And the translator rendered that: 'Swinburne looked like an old albatross.'"

Stettin, Germany.—Seldom has the imagination of Baltic skippers and sailors been inflamed to such a degree as by a story brought here by an old Finnish sea-dog, on his way from Amsterdam to Hernestrand, Sweden, who asserts that he has been charged by men believed to have been dead since November to bring greetings to the home folk and tell them that they are now pirates coining big money. The Finlander declares that they transformed the Swedish schooner Rapide, believed to have been sunk in November, into a buccaneers' vessel. A veritable pirate chase is to start on the Baltic, as every steamer and sailing vessel is on the lookout for the sea raider. Since the visit of the Finnish skipper here, various other seamen assert they have seen the vessel, which, despite its partial reconstruction and camouflage, they recognized as the Rapide.

At the time of writing five-sixths of the railway system is used only for troop movements. The warehouses at Shanghai, Hankow, Tientsin, and Nanking are filled with British goods which cannot be moved because of the paralysis of all communications. It will take years to put them right.

China wants to control her customs. Will she be able to do it better than she has controlled her railways? And, if so, will she be able to abolish "squeeze"?



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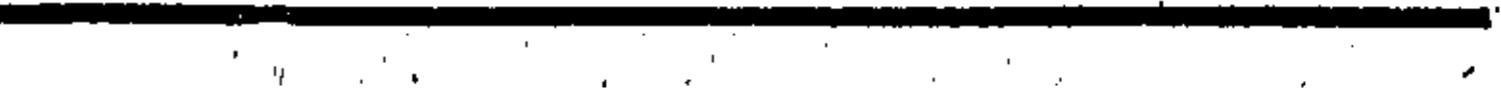
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HEARD AT THE CINEMA

HE: "WHICH CHOCOLATES DO YOU LIKE DEAR?"
 SHE: "WHY, KOHLER'S ROYALTY IF THEY HAVE THEM."
 ATTENDANT: "CERTAINLY, MISS. WE ONLY HAVE THE BEST"

HEARD AT THE MATINEE

CHILD: "CAN I BUY SOME CHOCOLATE MUMS?"
 MOTHER: "YES, YOU CAN IF IT'S NESTLE'S"

WOMEN'S INTERESTS



At the left, is seen a dinner frock in two tones of beige and coco crêpe române; while on the right is pictured a bouffant white taffeta frock for evening wear.

A MEMORY BOX

Every young housewife, who previous to marriage spent her time in a commercial office, knows the value of the card index. When things are on the file it is impossible to forget.

This indexing system can be applied with great success to matters domestic, and for the purpose there is nothing so useful as the "Memory Box," which is the production of a large firm of filing equipment manufacturers. It is a convenient cardboard box with let-down front and fitted with the usual guide cards behind which go the filing cards. There is an index pasted in the lid and the guide cards are marked with days, months, numbers, &c., and completed with the calendar for the year. Five minutes a day spent on this file will furnish a complete kitchen diary, and used thus, no housewife would ever have to confess that she "forgot."

WASHING NET CURTAINS.

Net curtains, which are so much used now, are very easily washed at home.

Shake them well, get rid of loose dust, and steep them in cold water to which has been added a little borax.

If they are very dirty and smoky, change the water two or three times.

Squeeze, do not rub, in two warm soapy lathers, rinse thoroughly, and add a little starch to the blue water, say one part starch to three of water.

When making the starch, break one tablespoonful with three of cold water, add half a teaspoonful of borax, a little wax, and enough boiling water to make the starch transparent.

Wring very evenly, partly dry, and roll the curtains up in a towel for an hour or two.

Iron on the wrong side lengthways, and air carefully before putting away.

If the colour needs refreshing, add a little tinting to the starch water, pale pink, for example, is helped by a decoration of boxwood; for emu colour, mix the starch with coffee, for "Paris" shade, with tea.

NOVELTIES OF FASHION.



Paris designs a new decolletage that is very daringly low while it gives the appearance of a donkey boatline neck by the clever arrangement of beads. Emerald-coloured sequins combined with gold beads make a very rich pattern on black net. The frock is worn over a metal slip.



Here's one of the first Easter hats. Small hats will continue to prevail, and the turban effect is expected to be widely popular.



This earring, and hair cut for its advantage, has been introduced by an American hairdresser. The decoration hangs from the hair, but is attached to the lobe.



This baby leopard shoe—which, of course, is the latest offering from Paris. It has recently made its appearance in America.



Here is another fetching Easter hat, presenting again the dominating cup effect. This shape can be worn by almost any woman.



Jewels are superfluous with this frock for evening wear as the velvet flowers at the waistline offer the necessary dash of colour.

WOMEN MEN LIKE

[BY A MAN.] To like and to love are different indeed. The woman whom a man loves and marries appeals to his individual idiosyncrasies, but the other women that come into his life stand or fall according to their appeal to the eternal masculine in him.

In love, then, each case is unique, and it is very unsafe to dogmatise—but as regards more liking there is more uniformity, and some generalisation is therefore possible.

The quality that a man most likes in woman in general is neither sympathy alone, nor sardour—but something between the two.

The girl who is nothing but sympathetic, who answers "yes" to everything he says, soon bores a man. She never surprises him. She never makes him think. Her influence is narcotic. A man grows flabby on unfeigned sympathy.

On the other hand, the woman who boasts of her candour is often really cruel. She speaks where silence were kinder. Her words often rankle. She rides rough-shod over the secret yearnings of a man's soul. No wonder, then, that those yearnings are henceforth hidden from her!

But the woman who can drive a middle course is always popular with men—and good for them! The middle course is ever the hardest, but it is so worth while.

Such a woman neither fears to voice her own opinion, nor delights in disputing those of others. She is neither demure nor domineering, neither selfish nor selfless.

She is sympathetic enough to be kindly, but she is also honest enough to be herself—that is the secret. All her thoughts and opinions are distilled from a heart warm with love of her fellows through a mind which is her own.

Coloured with her own personality as her opinions thus are, they come fresh, provocative, stimulating—and a man likes to be pleasantly provoked. He enjoys the society of the girl who sometimes gives him a new idea to ponder, who sometimes challenges the accepted attitude to life, and who yet sympathises with his own canons and creeds.

He knows that a man who is left in a rut does not gain much happiness there, becoming bored and ineffective instead of enthusiastic and virile.

On the other hand, he finds too much argument wearisome. It savours of pose and insincerity.

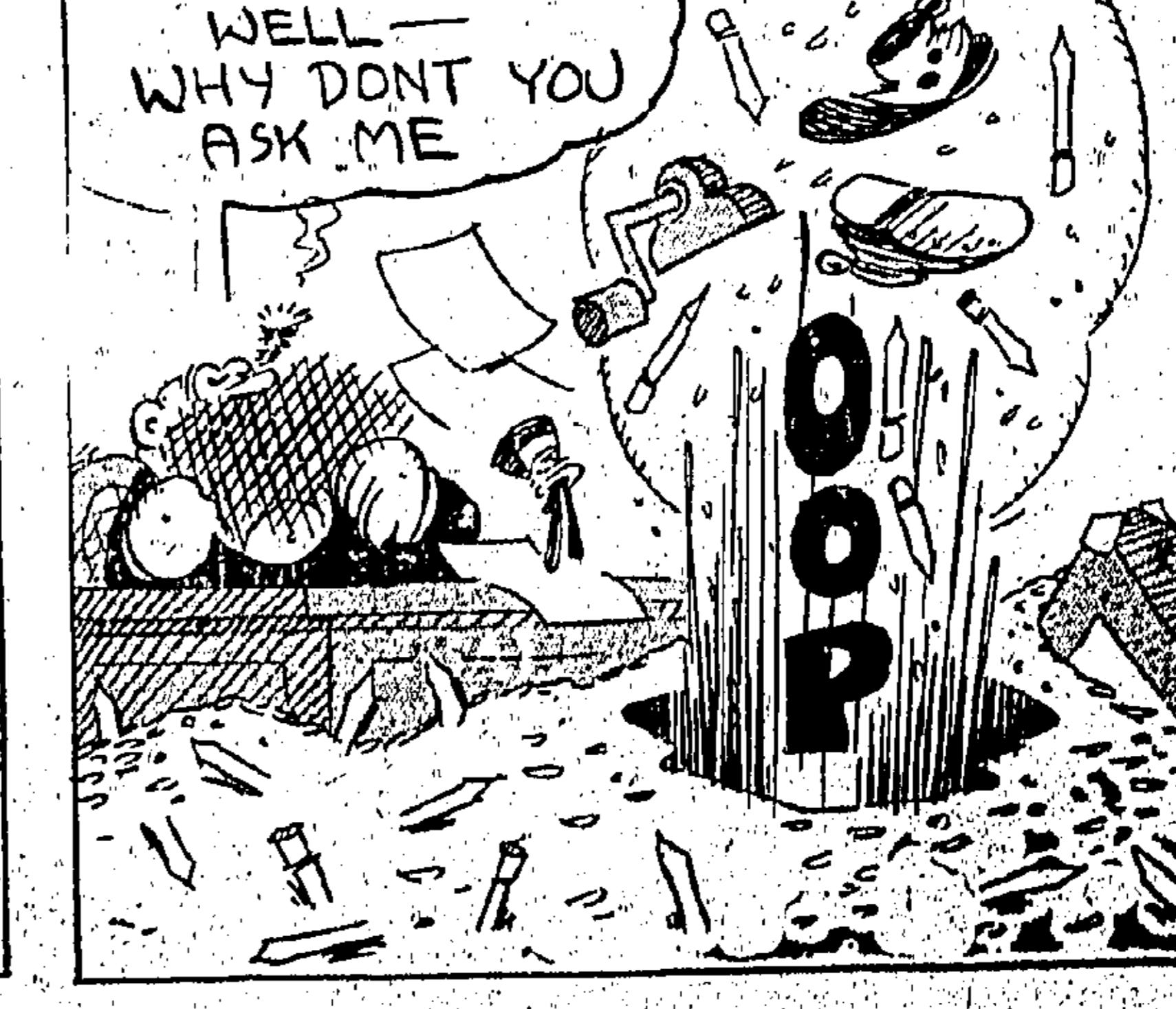
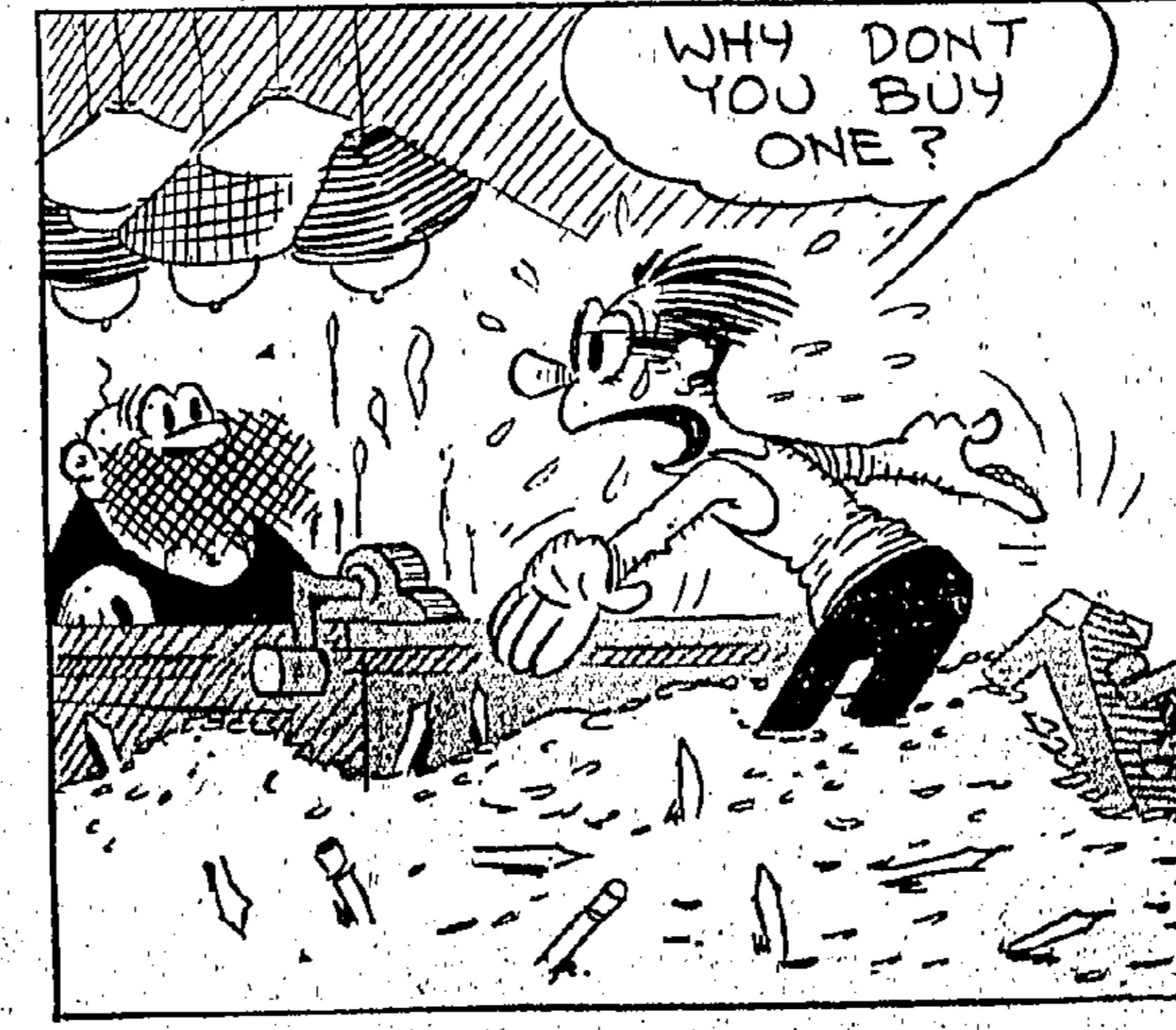
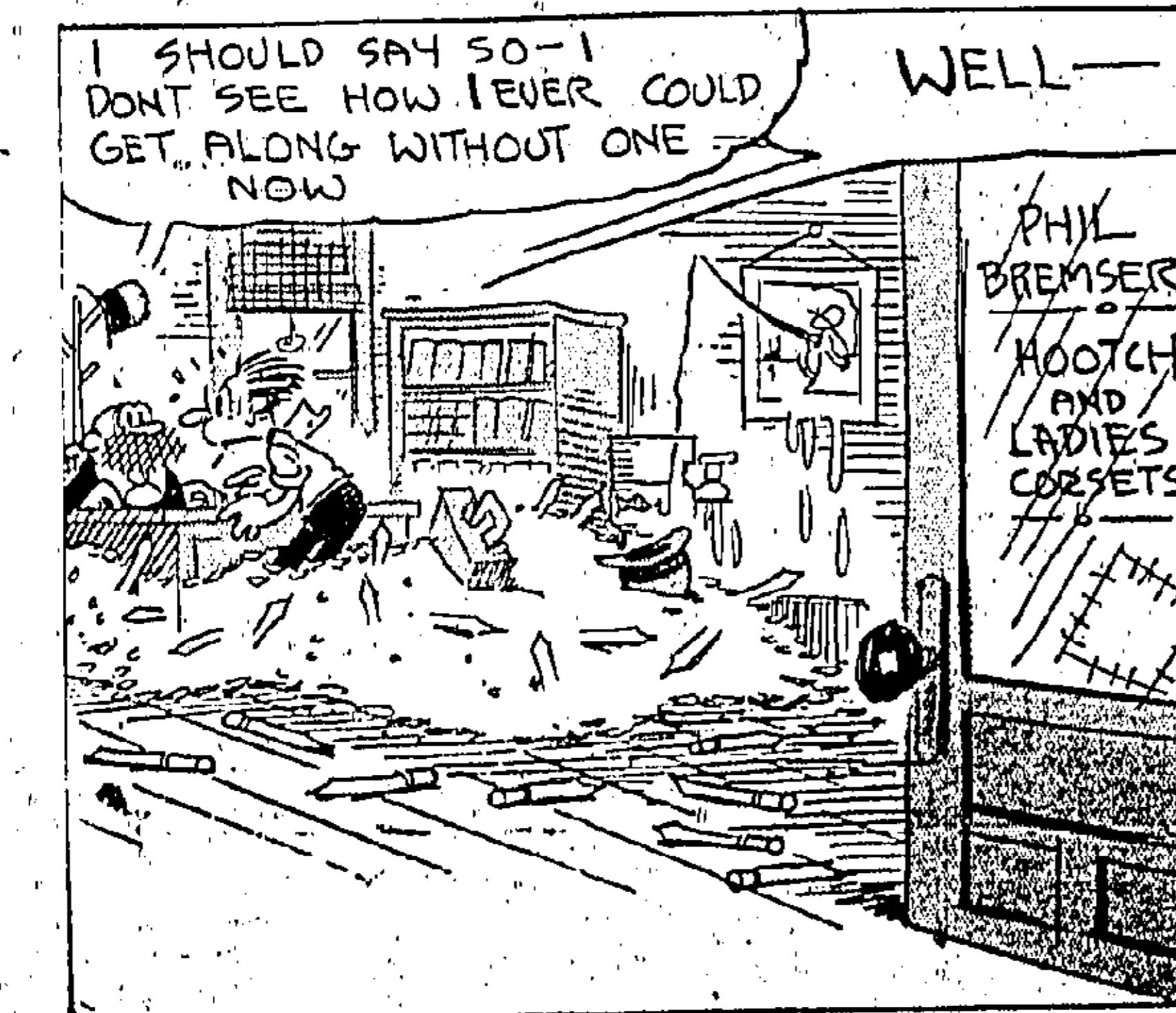
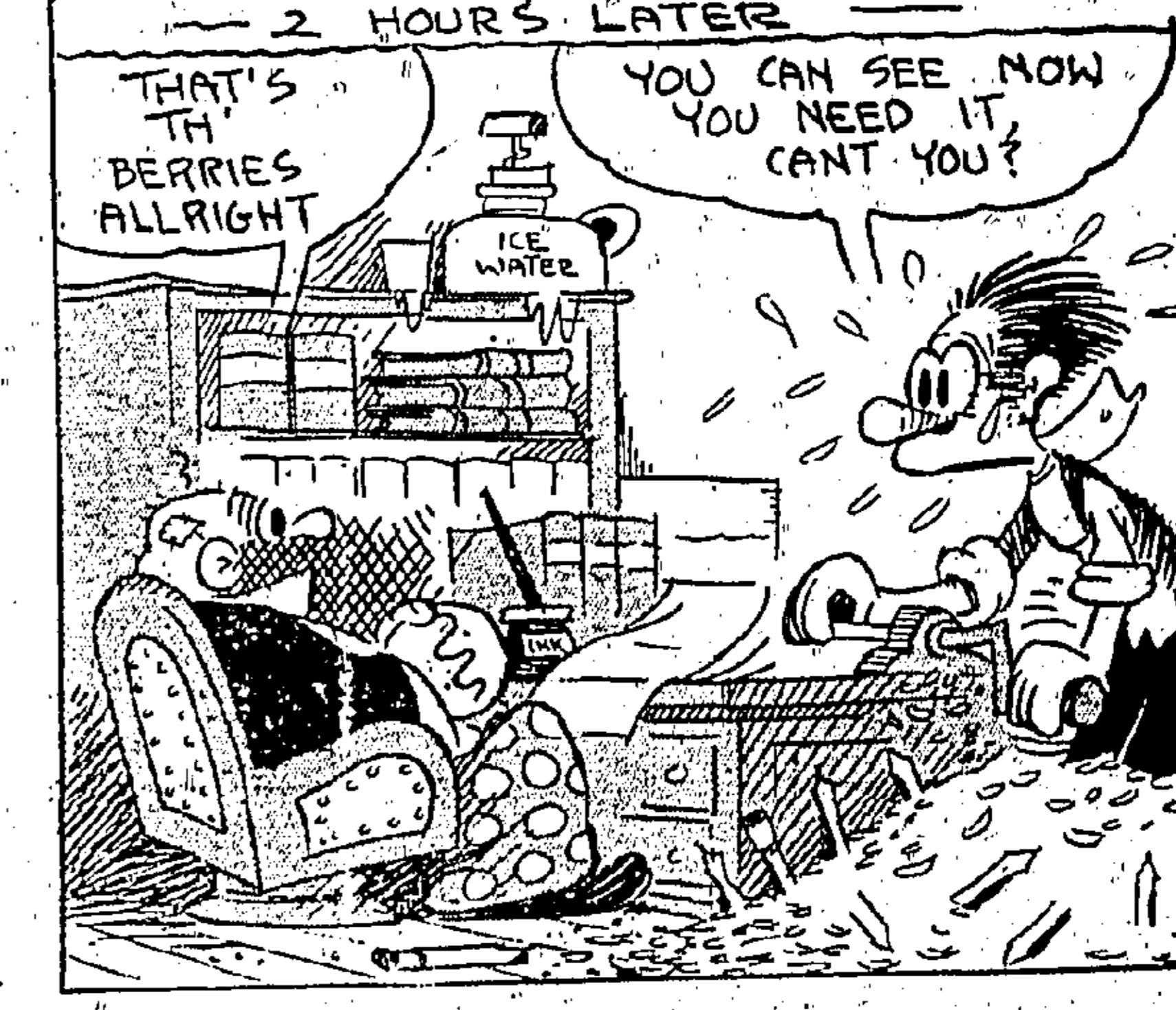
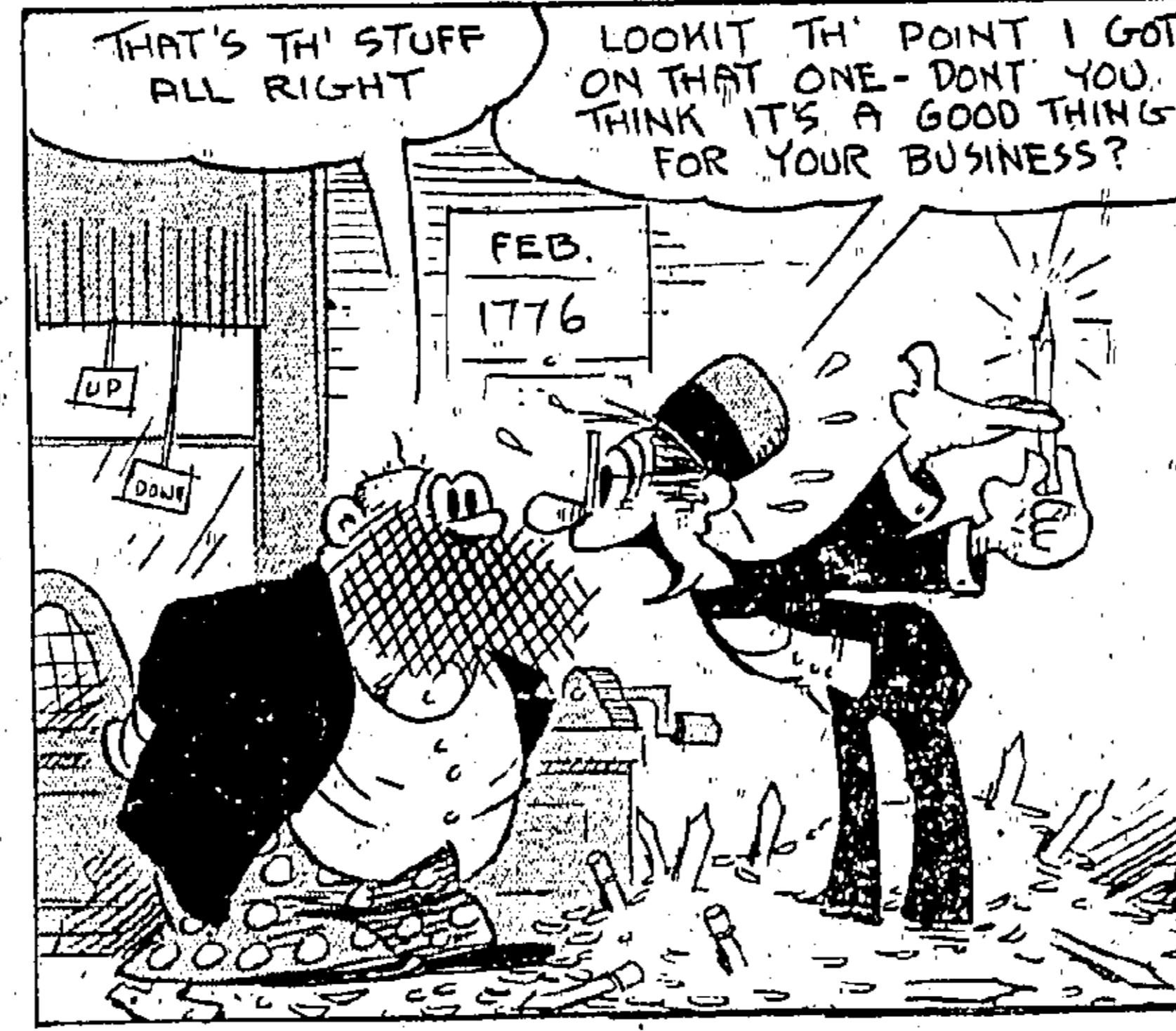
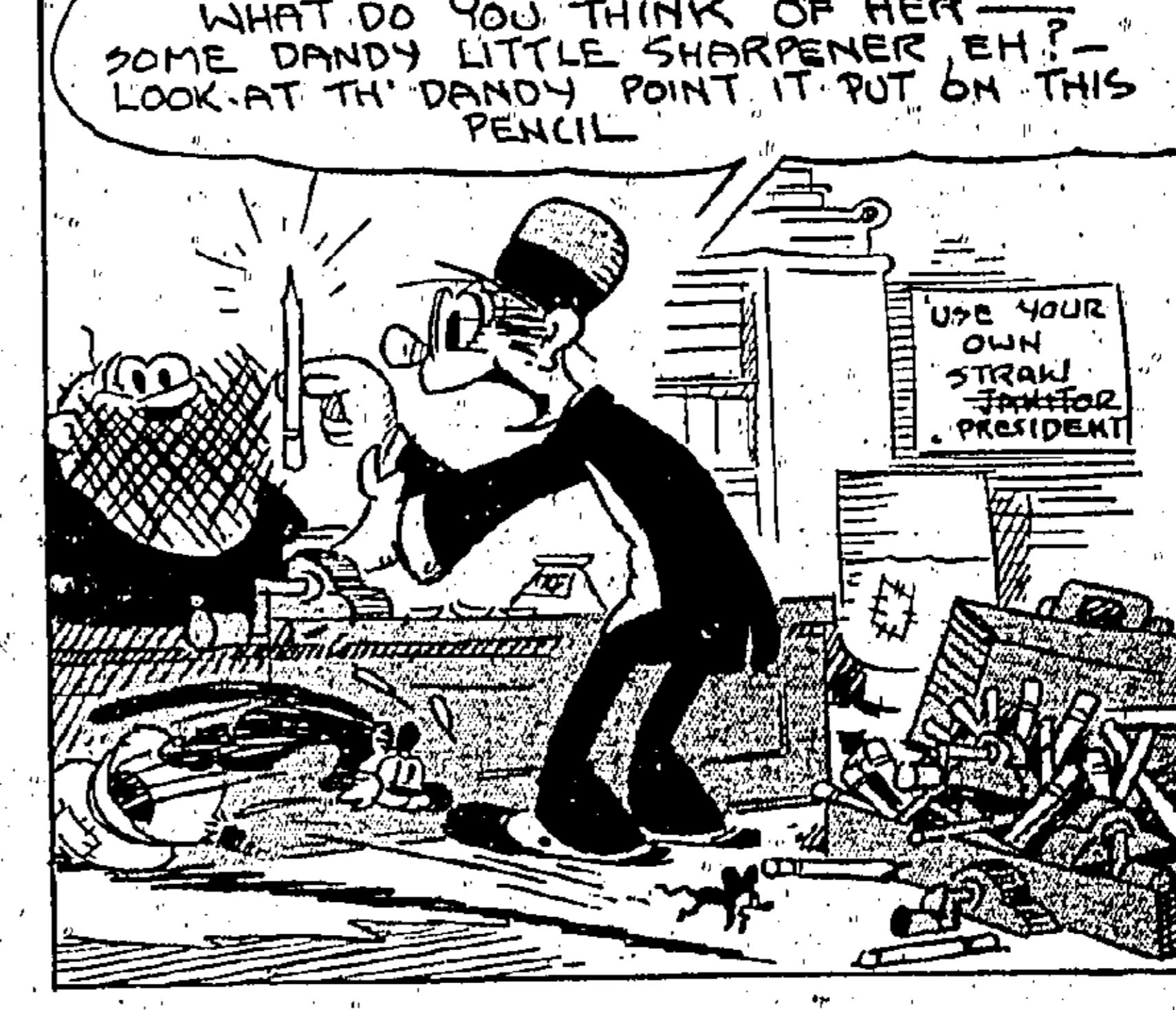
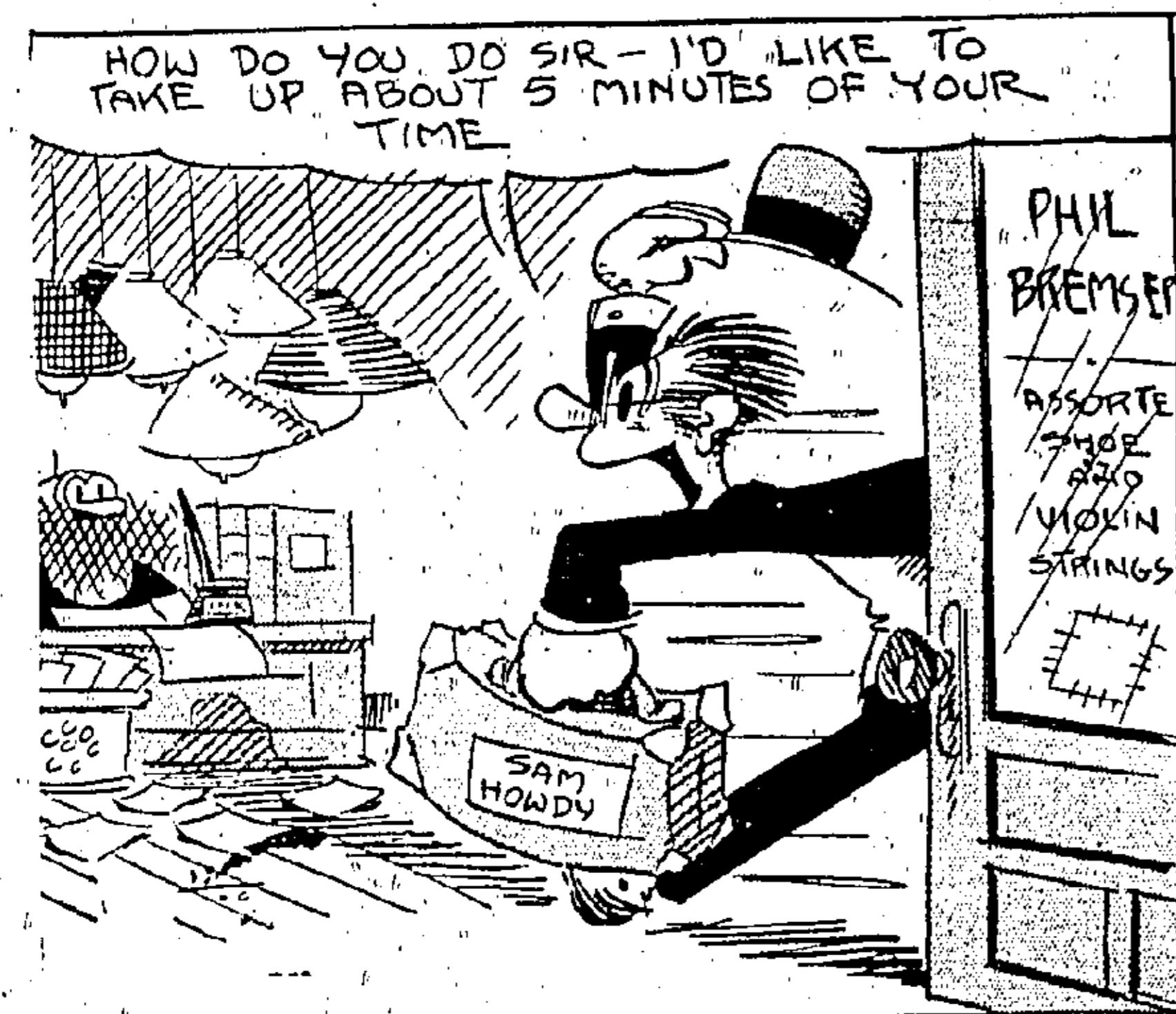
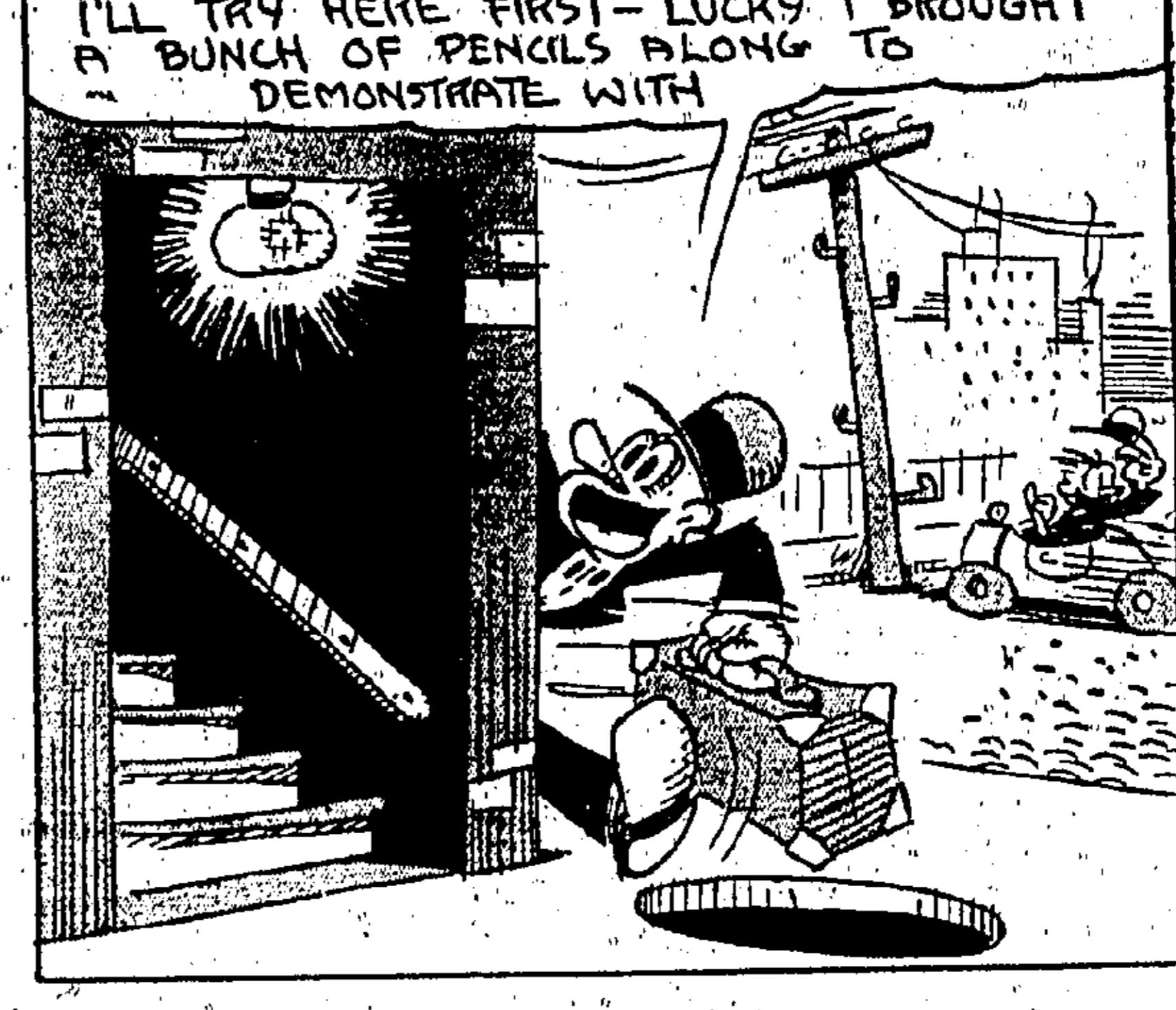
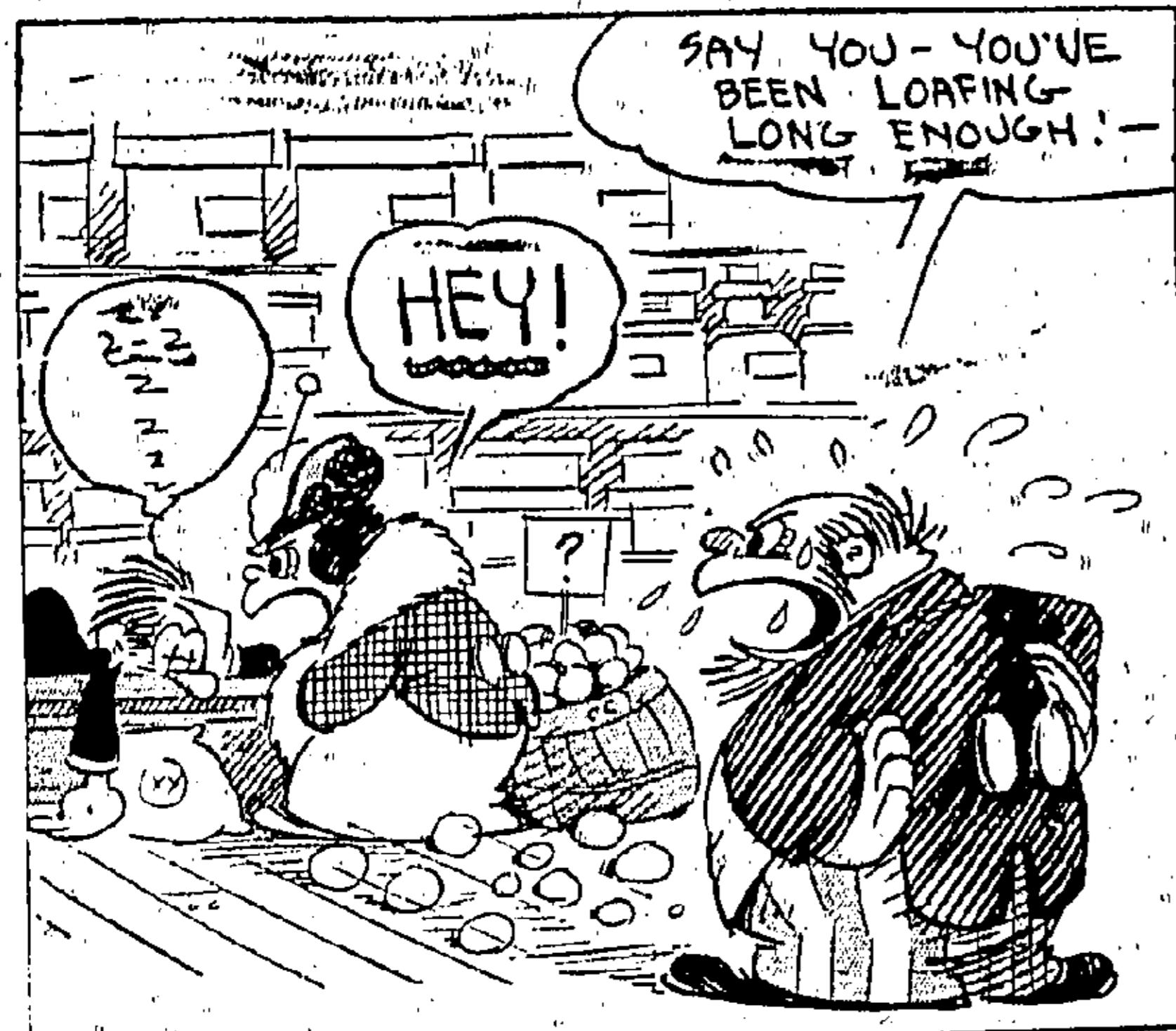
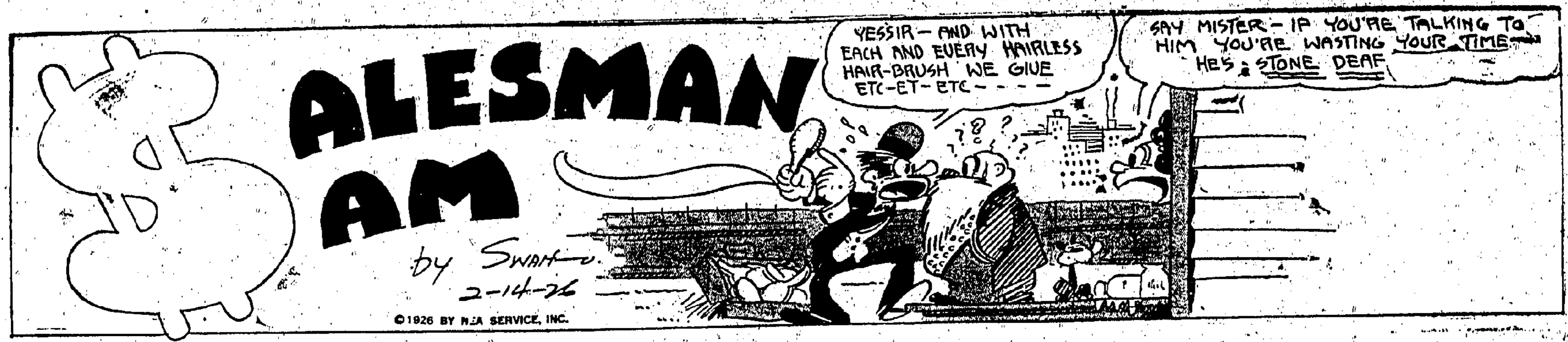
or lack of humour, or selfishness and egotism.
 Hence he likes the girl who can express her very own opinions, with kindly tact; who can challenge, without overweening condour; and who can listen, with sympathy. Who can, in short, steer between too ready assent and too ruthless dissent.

THIS WEEK'S RECIPE.

FIG AND APPLE PIE.
 Wash 1 lb. of figs and stew them very gently with 3 ozs. of sugar and half pint of water for about 1½ hours. Put them with the syrup into a pie-dish, add 1 lb. of sliced apples, weighed after peeling and coring, cover with short crust pastry and bake in a fairly hot oven for about 30 minutes. Test the apples with a skewer and if not quite soft let the pie-dish stand on the top of the stove for a few minutes.



It features a star all around does this slim frock that buttons over to form a long V-neck. Points at the end of the bodice introduce the circular skirt. A collar and belt together with lace for sleeves add a dainty touch. Black satin with white lace makes the frock.



CHINA FLEET SPORTS.
HAWKINS REPRESENTATIVES FINISH WELL ON TOP.

Lt. Nicholson Most Successful Competitor.

The China Fleet athletic sports were held yesterday at Sookunpo, when there was a large gathering of naval men of all ranks. There were excellent entries in all events, and each provided much interest.

At the close, the prizes were presented by Mrs. Raikes, wife of Captain Raikes, D.S.O., of H.M.S. Titania, president of the sports organisation.

Vice-Admiral Sir Alexander Sinclair, K.C.B., M.V.O., in a short speech, said that there had been little chance for the men from the various ships to get together owing to the disturbed conditions, but he hoped times would be better by next year, and that they would have an opportunity of preparing beforehand.

He suggested that each ship should adopt its own colours, thus facilitating the identification of the various teams and individual competitors.

Hawkins' Success.

The Commanded in Chief's Challenge Cup was won by the Hawkins, and they also secured the championship. The Titania Marathon Cup also went to the Hawkins, together with the Aggregate Cup.

Lieut. Nicholson (Hawkins) won the Individual Cup, securing most points in yesterday's events.

The results were as follow:

100 Yards. Men under 30.—1, A. B. Minns (Hawkins); 2, A. B. Titmus (Tamar); 3, Boy Plows (Hawkins). Time: 11 4/5 secs.

880 Yards. Open.—1, S/Lt. Newham (Durban); 2, Mid. Fordham (Durban); 3, Mid. Smythe (Hawkins). Time: 2 minutes 11 1/2 secs.

Long Jump. Open.—1, E. R. A. Florence (Titania); 2, Mid. Farquhar (Despatch); 3, L. A. C. Lucken (Vindictive). Distance: —17 ft. 5 1/2 ins., 15. 9 1/2, 15. 1.

Hurdle Relay Race, 120 Yards. (Teams of Four).—1, Hawkins "A." 2, Vindictive; 3, Durban. Time: 1. 14. 4/5.

Putting the Weight.—1, Mme. Walker (Hawkins); 2, P. O. Cowley (Ambrose); 3, A. B. Voller (Hawkins). Distances: —34.4, 33.2 1/2, 31.5.

440 Yards. Open.—1, Lieut. Nicholson (Hawkins); 2, Mid. Bradbury; 3, Lieut. Broome (Titania). Time: 55. 4/5 secs.

Boat Race.—1, Hawkins "B." 2, Hawkins "A." 3, Vindictive. Officers' Relay Race (110 Yards). Team of six.—1, Hawkins "A." 2, Despatch; 3, Ambrose. Time: 1. 19. 1/5.

100 Yards. Open.—1, Lieut. Nicholson (Hawkins); 2, P. O. Cowley (Ambrose); 3, Mid. Stephenson (Hawkins).

Mens' Veteran Race, 120 Yards (Handicap).—1, Ch. Yeo, Alan (Hawkins); 2, Mme. Joyce (Despatch); 3, Ch. Mech. Tupper (Durban). Time: 51. 4/5 secs.

One Mile Open.—Lieut Newham (Durban); 2, Mid. Free (Hawkins); 3, Mid. Podger (Hawkins). Time: 5 mins. 3 4/5 secs.

High Jump.—1, Lieut. Nicholson (Hawkins); 2, E. R. A. Florence (Titania); 3, Lt. Comdr. Dean (Magnolia). Height 5 ft. 2 ins.; 5. 1. 5 ft.

440 Yards Relay Race (Teams of Four).—1, Hawkins "A." 2, Durban; 3, Ambrose.

Officers' Veterans' Race.—1, Capt. Lake (Hawkins); 2, Ch. Gnr. Adams (Tamar); 3, Lt. Com. Young (Tamar).

Obstacle Relay Race (Teams of 16).—1, Hawkins "A." 2, Ambrose; 3, Durban. Time: 7 mins. 15 2/5 secs.

Sack Bumping Team Match.—Hawkins "A."

440 Yards. Open to the Colony.—1, Corp. Mackleworth (E. Surveys); 2, Pte. Tiernan (R.A.M.C.); 3, Bandsman Hannan. Time: 56. 1/5 secs.

Mens' Tug of War, Catchweights.—1, Despatch; 2, Vindictive.

Officers' Tug of War, Catchweights.—1, Titania; 2, Tamar.

Band Race.—1, Msn. Herod, 2, Msn. King; 3, Msn. Watts.

Ladies' Race.—1, Miss Doris Hunt; 2, Miss Stirling; 3, Miss Carruthers.

Finishing Figures.

The points at the close were: Hawkins 123, Durban 42, Despatch 33, Ambrose 31, Titania 26, Vindictive 26, Hawkins "B" 18, Tamar 15.

LAWN TENNIS.
YESTERDAY'S TOURNAMENT MATCHES.

Four more tournament matches were played off on the Hongkong Club courts yesterday afternoon. The appearance of Ng Sze-kwong against L. Baines attracted a good deal of attention. Ng won easily in three straight sets and his performance gave promise of good form and his future appearances will be watched with interest. He appears to be the only serious rival Honda has.

N. Trambitzky put up a very good game against H. D. Rumjahn. The first set went to Rumjahn at 9-7 and was very well fought. In a Club championship S. E. Green, the holder, beat G. Miskin in three sets and for the loss of two games. Details: Ng Sze-kwong beat L. Baines 6-1, 6-1, 6-3; H. D. Rumjahn beat N. Trambitzky 9-7, 6-3, 6-1; C. Chon beat Lu Tak-lam 2-6, 2-6, 7-5, 6-2, 6-3.

Club championship: S. E. Green beat G. Miskin 6-1, 6-1, 6-0.

RUSSIANS IN CHINA.

WHITES v. REDS.

Reports that the White Russians who are serving in various Chinese armies are working ultimately towards a campaign against the Reds are denied by a Shanghai Russian newspaper which points out that there's a great difference between these men fighting for Chinese leaders and working in an anti-Red movement.

The newspaper gives an interesting letter from an officer who is serving in General Chang Chung-chang's White Russian squadron who says that General Chang has the largest Russian army of all Chinese warlords and that it is under the command of General Nachaefi, a very capable soldier. The squadron is attached to the army of General Chu, at present stationed south of Tsinan on the Tientsin-Pukow railway.

General Nachaefi is deceptively the idol of his army for his bravery and his utter fearlessness in battle. He is stated to emulate the famous "Chinese Gordon," who went into action with merely a short cane in his hand. The Russian army gained a big victory over the Honan troops recently, for which General Chang gave them a large portion of the \$300,000 gratuity he gave to his army for their work.

The Russian soldiers are very lonely and are practically cut off from their own world and the correspondingly states, they appreciated immensely the gifts recently sent to them by White residents of Harbin.

General Chang is also reported to have a White Russian advisor named N. D. Merkuloff who General Chang values highly. Merkuloff is reported to be also managing two arsenals which Marshal Chang Tso-lin's right hand man, "General" Frank Sutton built for the Shantung war-lord.

The Hawkins included the Petersfield; Titania the Submarines, Ambrose the Marazion and Submarines, and the Tamar the smaller ships.

The Officials.

The officials were: Starters—Commdr. Thomas (Hawkins), Commdr. Fallowfield (Durban), Commdr. Ratsey (Titania), Capt. West, R. M. (Tamar).

Track Judges and Handicappers—P. O. Plenty (Vindictive), Capt. Leech Porter (Vindictive), Lt. Tel. Laurens (Magnolia), Lt. Commdr. Bosanquet, Commdr. Thomas Gunner Fulcher, Capt. West, R. M. (Tamar), C. P. O. Keir, P. O. Blunt, Commdr. Ratsey, Commdr. Thomas, Pay. Cdr. Nelson (T. O.), Sub. Lt. Jenkins, P. O. Smythe.

Finishing Judges—Capt. Leech Porter, R. M., C. P. O. Keir, Gunner Fulcher, Lt. Andrews (Ambrose), P. O. Blunt (Despatch), Commdr. Thomas, C. P. O. Keir, Commdr. Ratsey, Sub. Lt. Tyrwhitt, E. R. A. Barker, Lt. Cdr. Bosanquet, Pay. Cdr. Nelson, Sub. Lt. Jenkins, P. O. Smythe, Capt. West, R. M.

Tug of War Judges—Commdr. Fallowfield, Lt. Andrews and P. O. Blunt.

Finishing Figures.

The points at the close were: Hawkins 123, Durban 42, Despatch 33, Ambrose 31, Titania 26, Vindictive 26, Hawkins "B" 18, Tamar 15.

"MAN IN LIFE AND DEATH."

THEOSOPHICAL SOCIETY LECTURE.

At this week's public meeting of the Hongkong Lodge of the Theosophical Society on Thursday, an address was given by Mr. H. E. Laneport on "Man in Life and Death," of which the following is a brief outline.

Evolution as understood by Theosophy is much larger than it is taught in the West. Whilst Western science starts in the middle of evolution, the wisdom of the East takes in the whole of the vast series of changes which begin with the descent of spirit to embody itself in matter, traces the evolution of forms through stages of increasing beauty and complexity, showing the unfolding life-consciousness in living forms to occupy successive steps on the ladder, from the mineral to the throne of the manifested divinity. The Hierarchies of living things are the rungs of this "Jacob's Ladder" from the dust to the mightiest archangel. One of these hierarchies is the human, some way up the ladder. He is in truth that spiritual individuality which lives on in his storehouse of experience his permanent body of higher mental matter, and it is the spiritual individuality of Man the Ego, which retains the memories of the experiences of all his successive personalities on earth. The personality seen here on earth and erroneously called by us "Man" is merely an offset of the true man, and fails to reveal in each reincarnation certain attributes of the Ego. The Ego makes many successive personalities to gain self-consciousness on earth, but only one personality at a time is manifested by the Ego, the true man, here on earth. The offset of the Ego, the personality, takes at birth a mind body, an astral or feelings body and physical body. Each of these bodies has a life and a consciousness of its own. Quite distinct from the life and consciousness of the personality who uses them. This body consciousness is the elemental life on a much earlier stage of evolution and is still on its involuntary arc ever striving to descend deeper into matter. The consciousness of the mental and astral bodies is the life of the Elemental Essence of the mental and Astral matter. Meanwhile the body-consciousness of the physical body is the life of the mineral, vegetable and animal streams of life which make up the physical body. The body-consciousness of our three temporal bodies have promptings, desires and wants of their own, and that is that "law in my members" warring against the law of my mind" of which St. Paul speaks. Man's work in Life and Death is to control his vehicles and use their energies to accomplish the work mapped out for him by his accumulated Karma, acquiesced in by the Ego just before descent of his corresponding part, the personality, into incarnation. This personality may succeed in accomplishing

the planned work for that incarnation or he may fail, according to the amount of will-power in the Ego or his knowledge how to exercise it. The individuality is the "Higher Self," the "Daemon" of Plato, and its three attributes are spirit, intuition and abstract mind, or will, wisdom and activity.

The personality is the lower self, composed of the concrete mind, the desire nature and the physical functions, and its three temporal bodies which have a life of their own of a much earlier order. At death the personality loses only the densest body, continuing to live in the body of feelings till the force put during earthlife into selfish desires becomes exhausted. This process lasts usually from 5 to 40 years. At the end of it the personality passes into a new consciousness, that of its own concreto thoughts tinted with selfishness, in which the personality remains till the force poured into them has become exhausted. Then the mortal body, the last remnant of the personality, is cast aside, and the individuality, the Ego is once more himself, with all his energies, reaping the harvest of all unselfish activity on earth and the intermediate worlds. It is here that the individuality transmutes the experience of the personality into character and abilities. And these are the four seeds sown on earth and in the intermediate worlds that flower into blissful expansion of consciousness in the heaven world—Love of friends, love of God, love of humanity at large, love of truth and beauty. After a period of perfect bliss and expansion in consciousness the Ego once more puts down a part of himself into incarnation to become a new personality, which then enters another "Day" in the school of the "Creator on earth."

Hongkong, 27th Feb., 1926

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EMPRESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 5	Jun. 14		
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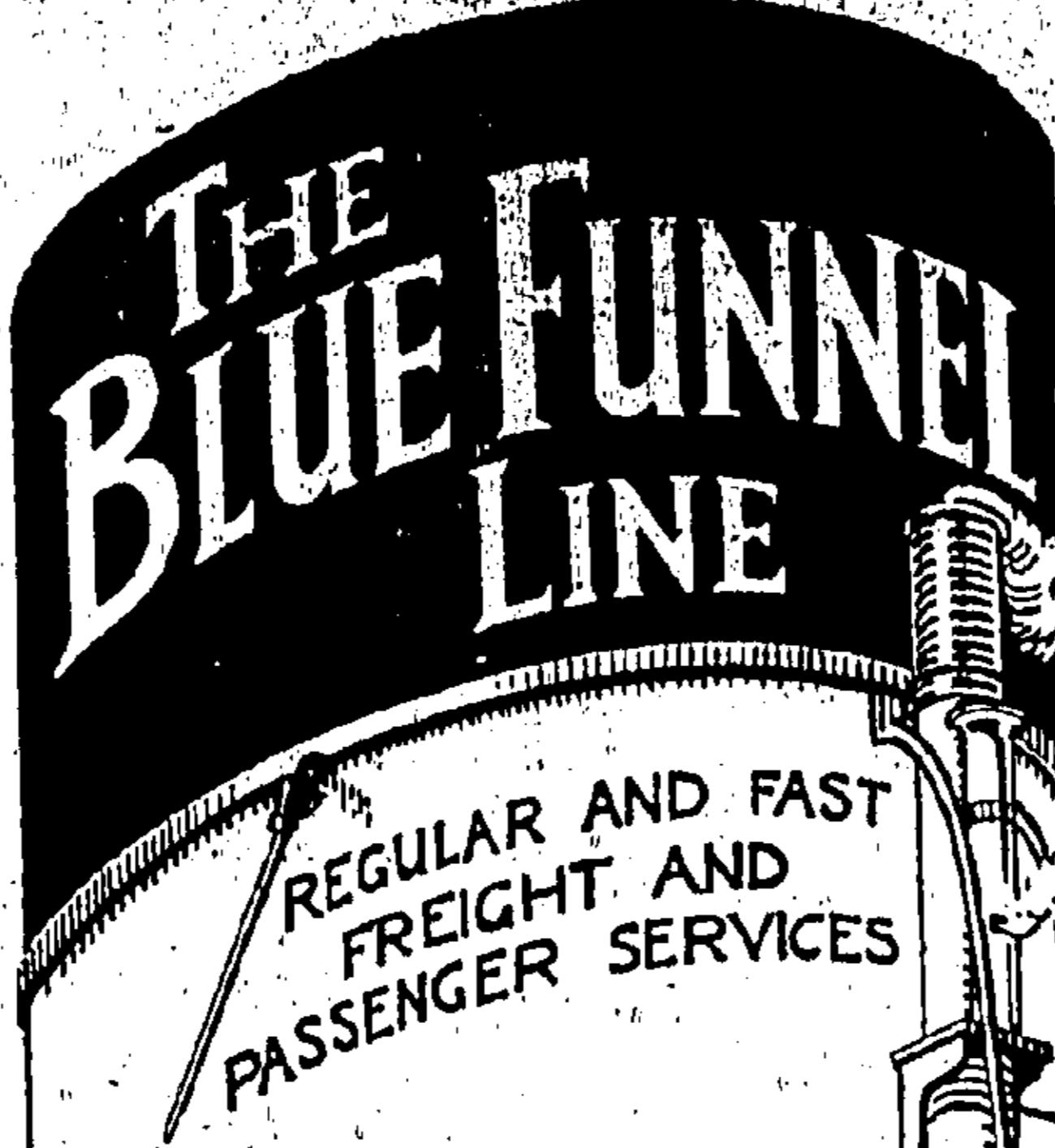
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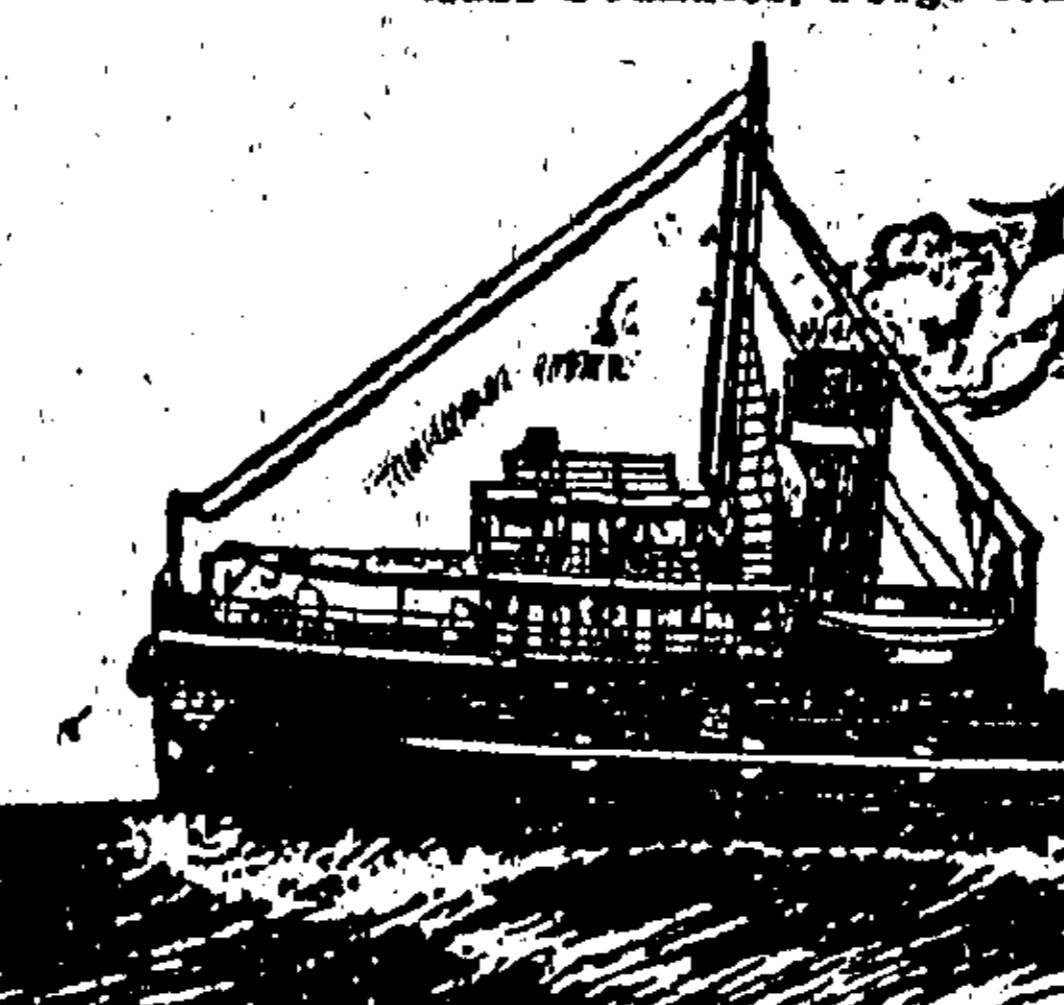
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Artemovsk, Russia.—Many merchants here and in Slavyansk went on strike against the high taxation. They returned their licenses to the Finance Department and closed their establishments. It is the first strike of employers on record in Soviet Russia.

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KIDDERPORE	5,334	18th March	S'pore, Penang & Bombay
KHIVA	9,135	20th March	M'les, L'don, A'werp & Hull
MOREA	10,918	3rd April	Marseilles & London
DELTA	8,097	15th April	S'pore, P'ang, C'bo & B'bay
DEVANHA	8,155	17th April	M'les, L'don & Antwerp
KALYAN	9,144	21st April	M'les, L'don & Antwerp
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JANDA	6,958	3 Mar. 4 p.m.	Manila, Sandakan, Thurs.
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ARAFURA	6,000	13th March	Moji, Kobe & Yoko.
KALYAN	9,144	13th March	Shanghai, Moji & Kobe
DEVANHA	8,155	20th March	S'hai, Moji & Kobe
DELTA	8,097	20th March	S'hai & Kobe

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LABOUR TROUBLES.**DISTURBANCES AT SHANGHAI.**

Labour troubles in Shanghai took an alarming development on Friday afternoon last week when the rushing of a police emergency squad to the Japan-China cotton mill, 98 Robinson Road, was necessitated owing to a threatening situation caused by a strike of 3,000 operatives at the mill. Crowds of angry strikers gathered in the compound of the mill demanding their wages on Friday afternoon and a call had to be sent to Gordon Road police station and to the Chinese station at Jessfield. The prompt arrival of these police squads ease'd the situation, but it was necessary to keep the Municipal police there for some time while a large number of Chapei police are still guarding mill premises.

While peace was preserved at this mill, a serious disturbance occurred the same afternoon at Nanyang Brothers' tobacco factory, 239 Broadway, where a crowd of dismissed employees, angered at their dismissal, stormed the premises and threw stones, breaking many windows. The rioters, about 200 in number, were held at bay with a fire hose wielded by officials and watchmen employed at the factory.

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PERCY FRANKLIN, at 11, Ice House Street, in the City of
Victoria, Hongkong.

"OFF DAY."**TO-DAY'S RACING RESULTS.**

Dull and threatening weather marked "Off Day" at the Racecourse this afternoon, but none the less there was a large crowd present to witness the sport.

With most of the leading jockeys absent, events were a more open aspect and this fact inspired hopes amongst punters of better returns on their investments. The cash sweeps were also well patronised, speculators regarding the afternoon as their last opportunity on which to secure a turn of good luck.

The afternoon's results were as follow:

1.—THE "HAY AND CORN" STAKES.—Winner \$400. Second \$150. Third \$75. For Subscription Griffins of any season that have started at least twice at this Meeting and have not won. Weight for inches as per scale. Unplaced runners allowed 5 lb. (Jockey allowance.) Entrance \$5. Six Furlongs.

Mr. Sha's Shere Khan II. (Mr. Moller)—1
Messrs. Dyer and Beith's Rechabite (Mr. Thompson)—2
Messrs. Hall and Shenton's The Gowk (Mr. Pollock)—3

Thirteen ran. A length; a head. Time: 1 min. 24.1/5 secs. Pari-Mutuel: Winner, \$19.50. Places: \$6.60; \$7.90; \$5.90.

Cash Sweep:—
Ticket No. 184 1st. \$1,075.20
" 188 2nd. \$ 307.20
" 96 3rd. \$ 153.60

\$50 Tickets and Commission \$1,009.00
\$2,545.00

\$50 Tickets:—Nos. 244, 384, 350, 527, 195, 425, 80, 449, 163, 39.

2.—THE "LOITERERS" STAKES.—Winner \$400. Second \$150. Third \$75. For Griffins of this Meeting that have started at least twice and have not won. Weight for inches as per scale. Unplaced runners allowed 5 lbs. (Jockey allowance.) Entrance \$5. Six Furlongs.

Messrs. Dunbar and Stanton's San Diego (Mr. Pollock)—1
Sir Paul's Melody Dahlia (Mr. Brodie)—2
Mrs. G. L. Bagron's Sunburst Rose (Mr. Moller)—3

Six ran. A length and a half; a short head. Time: 1 min. 10.1/5 secs.

Pari-Mutuel: Winner, \$26.60. Places: \$8.50; \$19.20; \$7.70.

Cash Sweep:—
Ticket No. 136 1st. \$1,605.80
" 216 2nd. \$ 458.80
" 529 3rd. \$ 229.40

\$50 Tickets and Commission \$ 761.00
\$3,005.00

\$50 Tickets:—Nos. 742, 264, 119.

3.—THE "ALL OUT" STAKES.—Winner \$400. Second \$150. Third \$75. For all China Ponies that have started at least twice at this Meeting and have not won. Weight for inches as per scale. Unplaced Runners allowed 5 lb. (Jockey allowance.) Entrance \$5. Six Furlongs.

Mr. R. J. Paterson's September (Mr. Thompson)—1
Mr. Dryasdust's Saracen (Mr. Reidy)—2

Two starters. Won by many lengths. Time: 1 min. 33.4/5 secs. Pari-Mutuel: Winner, \$8.10. Places: \$8.00.

Cash Sweep:—
Ticket No. 179 1st. \$2,250.00
" 481 2nd. \$ 750.00
Commission \$ 750.00

\$3,750.00

4.—THE TYTAM HANDICAP.

Winner \$600. Second \$200. Third \$100. For Subscribers Griffins of this Meeting that have started at least twice.

Entrance \$10. One Mile.

Messrs. Hall and Shenton's The Gezzer (Mr. Pollock)—1
Mrs. Bernard's Barley Grass (Mr. Maitland)—2

Lady Chater's The Golden Pheasant (Mr. Moller)—3

Five ran. Three quarters of a length; three lengths. Time: 2 min. 13.1/5 secs.

Pari-Mutuel: Winner, \$17.70. Places: \$8.30; \$7.90.

Cash Sweep:—
Ticket No. 156 1st. \$2,198.00
" 155 2nd. \$ 628.00
" 479 3rd. \$ 314.00

\$50 Tickets and Commission \$ 910.00
\$4,050.00

\$50 Tickets:—Nos. 460, 441.

5.—THE HONGKONG HANDICAP.—"A" CLASS.

Winner \$600 Second \$200. Third \$100. For all China Ponies that have started at least twice at this Meeting. Winners of a classic race at any recognised Meeting barred. Entrance \$10. One Mile and a Quarter.

Sir Paul's Fantastic Dahlia (Mr. Moller)—1
Sir Paul's Sunrise Dahlia (Mr. Brodie)—2
Messrs. Dunbar and Stanton's Tacoma (Mr. Pollock)—3

Three ran. Two and a half lengths; six lengths. Time: 2 min. 42.2/5 secs.

Pari-Mutuel: Winner, \$8.50. Places: \$7.60.

Cash Sweep:—
Ticket No. 331 1st. \$5,056.80
" 1357 2nd. \$ 1,444.80
" 866 3rd. \$ 722.40

Com. \$ 1,806.00
\$9,030.00

\$50 Ticket:—No. 1561, 774.

9.—THE "ALSO RAN" STAKES.—Winner \$400. Second \$150. Third \$75. For Griffins and Subscription Griffins of this Meeting that have started at least twice at this Meeting and have not been placed. Weight for inches as per scale. Subcription Griffins allowed 5 lb. (Jockey allowance.) Entrance \$5. Five Furlongs.

Mrs. Bernard's Blue Grass (Mr. Maitland)—1
Mr. L. Dunbar's Bay of Naples (Mr. Brodie)—2

Fourteen ran. Two lengths; a neck. Time: 1 min. 17.2/5 secs.

Pari-Mutuel: Winner, \$14.00. Places: \$6.80; \$9.30; \$11.00.

Cash Sweep:—
Ticket No. 1892 1st. \$4,977.00
" 1574 2nd. \$ 1,422.00
" 1863 3rd. \$ 711.00

\$50 Tickets and Commission \$ 2,465.00
\$9,575.00

\$50 Tickets:—Nos. 1162, 1827, 199, 828, 1557, 683, 600, 1392, 1646, 127, 1306.

10.—THE "FINALE" STAKES.—Winner \$400. Second \$150. Third \$75. For all China Ponies that have started at least twice at this Meeting and have not been placed. Weight for inches as per scale. (Jockey allowance.) Entrance \$5. Five Furlongs.

Mrs. R. J. Paterson's The Regent (Mr. Maitland)—1
Messrs. Dyer and Beith's Blotting Paper (Mr. Thompson)—2
Mr. Dynasty's King's Favou-

rite (Mr. Doyle)—3

Five ran. Five lengths; two lengths. Time: 1 min. 15.2/5 secs.

Pari-Mutuel: Winner, \$9.70. Places: \$5.30; \$6.50.

Cash Sweep:—
Ticket No. 1096 1st. \$5,014.80
" 183 2nd. \$ 1,432.80
" 1369 3rd. \$ 716.40

\$50 Tickets and Commission \$ 1,816.00
\$8,980.00

\$50 Tickets:—Nos. 1,622, 560.

Entertainments.**The QUEEN'S**

AMIE MAYNARD with
THE ROYAL HAWAIIANS

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"HE WHO GETS SLAPPED"**The STAR**

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LOVER'S LANE**THEATRE ROYAL**

A Notice and a Reminder.

The A.D.C. will stage Two Extra Performances

of

"IF"

Monday March 8th and Tuesday March 9th

at 9.15 p.m.

Tickets at Anderson's.

POLICE OFFICER'S DEPARTURE.**THE LEAGUE PROBLEM.****AMUSING PRESENTATION TO SUB-INSPECTOR MOODY.****SWEDEN AGAINST LARGER COUNCIL.**

Stockholm, March 5.

The leaders of all parties in the Rikstag emphatically endorsed a statement by M. Uden, Foreign Minister, on the eve of his leaving for Geneva, that the Swedish delegates to the League Assembly oppose any proposal to reorganise the Council in the course of the March session apart from the admission of Germany. —Reuter.

ANOTHER VIEWPOINT.

Vienna, March 5.

Czecho-Slovakia favours enlarging the membership of the League Council, according to the Foreign Minister, Dr. Benes, when interviewed here. He added that as regards the Treaty with Hungary there should be no difficulty in meeting in "the spirit of Locarno." —Reuter.

The original Shroyards are becoming scarce; from the present age that it is with an agreeable shock of surprise one finds Sir George Power busily recalling the palmy days of Gilbert and Sullivan. Sir George, now in his eightieth year, was the original Ralph Rackstraw who loved a captain's daughter, and the first Frederick, that slave of duty who was apprenticed to a pirate way down in Penzance. Miss Bond, of course, was the contralto of the 1880 operas; and Sir George since his retirement from the stage has enjoyed as great a vogue as teacher.

Paris.—Experiments in the use of light for measuring distances have been made between the French coast and Corsica with what the experimenters consider successful results. A 10,000,000 candlepower beam was used. Paul Heilbronner, a geodetic expert, succeeded in sending the beam across the 150 miles between France and Corsica at an altitude of 8,400 feet, obtaining accurate results by mathematical computation involving the curvature of the earth's surface. He asserts his system is accurate to within a few inches in 100 miles.

ARTISTS ARE STILL INSPIRED.